

# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

RICHARD H. EDMONDS, President.  
THOMAS P. GRASTY, Vice-President.

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### COPY FOR ADVERTISEMENTS.

Advertising copy (changes or new advertisements) should reach us Saturday Morning to insure insertion in the issue of the following week.

For the first issue in the month we should receive copy by Friday Morning of the week preceding.

### WORK APPRECIATED.

In a letter to the Manufacturers' Record Mr. William L. Dabney of Thomas-ton, Ga., writes:

The late issues of the Manufacturers' Record have been ideal compendiums of what is both most interesting and timely thought. Universal interest in the great railroad deals and the "educational movement" created a demand for just what the Manufacturers' Record gives in its pages.

Editorial statesmanship is a fitting term to apply to your magnificent stand on the "educational movement," so called, and the "non-interference" defense of our local conditions in the industrial circles of the South is a rallying point for all who have a higher ground than mere self-interest on which to stand their patriotism.

I thank you for the work you are doing from my own small unit of appreciation, and my best wishes for your paper are that the people of the South, in whose interest your efforts are so untiring, will recognize in the Manufacturers' Record a loyal and safe adviser and critic.

### ENLARGING ONE'S BORDERS.

While the Progressive Union of New Orleans, with its energetic and wide-awake secretary-manager, Tom Richardson, is enlarging, through excursions into nearby territory and through telling literature, Southern interest in the next annual meeting in its city of the National Association of Manufacturers, the New Orleans Maritime and Merchants' Exchange, through its Gulf Ports Marine Journal, is doing all within its power to attract attention to New Orleans as a manufacturing and commercial center. The editor of the Journal, Mr. Fred Muller, has recently collected and published some facts in this connection which ought to be productive of much good. He regards New Orleans, the second largest port in the United States, as a natural gateway for American commerce when the isthmian canal shall be constructed, and argues that, consequently, in view of the proximity of Louisiana to the sources of raw material and fuel, industry and commerce should develop rapidly side by side. He mentions among the articles which may be manufactured in

Louisiana for export woodworking machinery for furniture and chair factories, car and railroad shops; machine tools, steam engines, boilers, steam pumps, shaping machines, drills, tool-grinders, etc.; machinery for laundry purposes, sugar mills, saw-mills, flour and other cereal products; elevators, planing machines, lathes, hangers, iron pulleys, metal castings of every description, iron pipe, fencing and fence posts, saddlery, harness, belting and other leather goods, electrical and hydraulic elevators, flexible cement roofing, hardware, brass goods of all kinds, boots and shoes and clothing, light vehicles, road wagons, desks, bookcases, mantelpieces and racks.

As inducements to the incoming of new manufacturers he mentions the low assessment of real estate and its cheapness, and the exemption until 1910 of factories from taxation in New Orleans, while the comparative closeness of the port to the Antilles, Mexico, Central America and South America marks out the path of American commerce, only waiting better means of transportation and better methods of banking to become the great highway.

New Orleans is not the only city in the South which must follow the suggestions of Mr. Muller to keep pace with the expansion of American trade. The widening of foreign markets will not necessarily mean increased importance for every port. Many must increase; others may decrease. But the tendency in the latter may be checked and radically converted for good if, in addition to first-class approaches and modern terminal facilities for transportation lines, the cities make things to sell.

### GEORGIA'S BEACON LIGHT.

The Georgia School of Technology at Atlanta, which began work in the fall of 1888, is about closing one of the most successful years. It has had 431 students, with a constant pressure upon it on the part of lads seeking the advantages of its practical curriculum. That this has practical results is shown by the register of its 122 graduates. Of these, ninety are engaged in occupations either as draughtsmen, designers, engineers, superintendents, etc., for which they were so well fitted by the school, and in which there are so many openings for Southern boys. The majority of these graduates are helping to build up Georgia. Others are found at New Decatur, Ala.; Soddy, Tenn.; Charlotte, N. C.; Ensley, Ala.; Newport News, Va.; Washington, D. C.; Booth, Ala.; Clifton Forge, Va.; Waco, Texas; Bauxite, Ark.; Rockwood, Tenn.; Eufaula, Ala.; Chattanooga, Tenn.; Sumter, S. C.; Richmond, Va.; Birmingham, Ala., in the South, and elsewhere at McKeesport, Pa.; Beloit, Wis.; Brooklyn, N. Y.; Dayton, Ohio; Cincinnati, Ohio; Lynn, Mass.; Philadelphia, Pa.; Havana, Cuba; Boston, Mass.; Cleveland, Ohio, while, as professors in various lines, others are at Starkville, Miss.; Tennille, Ga.; Council

Bluffs, Iowa; Clemson, S. C.; Atlanta, Ga. This is a splendid showing for less than twelve years, the first graduation having been made in 1890. Presently there will be graduates from the Aaron French Textile School, which began its work in the fall of 1899. Then there will be a greater representation than at present of the graduates in cotton mills of the South, to the advancement of the textile industry of the country. The Georgia School of Technology is one of the beacons of Southern material growth. May its light continue to shine before men with ever-increasing brilliancy.

### RAILROADS AS PROMOTERS OF WEALTH.

Alluding to the work accomplished by the Missouri, Kansas & Texas and the Southern Pacific system in inducing thrifty immigration to Texas and Louisiana, the Houston Chronicle asserts that the State must concede that railroads are its best developers, and that the State has not always accorded railroads their just due. It adds:

Of course, it will be argued that the State has been liberal to railroads in land grants and bond issues many thousand dollars in excess of cost of construction and equipment. Granted. But has not this plea, like the crime of '73 in the world of monetary science, survived the logic of legitimate reference? Have not the pioneer railroads, the beneficiaries of State aid, long since discharged their obligations? Is it fair, is it in line with sound economy, for the State at this time, when the railroads ask the State for protection to their passenger traffic, to remind them of the State's ancient charity?

Every railroad that points the pilot of a locomotive engine Texasward, or that traverses a foot of our matchless area, is working for Texas, and annually adding millions to the taxable values of the State. If it were possible to put a stop to the energy and brains and money invested by the railroads in attracting capital and immigration to Texas, the State would speedily become as stagnant as the Dead Sea.

It is true that the railroads make money by their work. But how much more does the State make? It is true also that the railroads, from an economic standpoint, are compelled to perform this service. But is not the State, after all, the greater beneficiary, and without the expenditure of one dollar of its hoarded revenue—a revenue so parsimoniously hoarded that it has no department of State government that knows as much about the resources of Texas as a Congo river Zulu does about our rice industry?

It is not alone as immigration agents that the railroads of Texas and other Southern States are doing the State service. Without the railroads timber, coal, iron, oil and other wealth materials are, in these days of quick demand, in a comatose condition. They might as well not exist, save in a few most fortunate regions where fuel and material for industry lie within gunshot of each other, but even there the railroad is needed just as it is needed by the fields of cotton, grain, rice and tobacco, by the orchards, by the truck farms, to make the markets of ready access. That the railroads are benefited by the sale of land to immigrants and by the fares which they pay and by the freight charges for goods carried to market goes without saying. The

point to be borne in mind is the immense advantage given to all by the construction and operation of the railroads. This point is obscured, if it is not entirely forgotten, in the foolish agitation which regards railroads and other corporations as legitimate objects of attack. As a matter of fact, success of such attacks means injury to the railroads, but greater injury to the farmer, the manufacturer and the tradesman, the only individual benefited being the self-seeking or ignorant demagogue.

### MAN AND POLITICAL ECONOMY.

Bearing upon conditions of the past two weeks in the Pennsylvania coal fields and in those parts of the country directly affected by any fluctuation in the supply of coal is an article by Mr. George H. Hull published a short while ago in the Engineering Magazine. Taking as his text the article by Benjamin Taylor of Glasgow, which clearly demonstrated that the advantage which America had over England was that "the great object in American production is the saving of labor," while the great object in British trade-union production is the dissipation of labor, Mr. Hull points out that a potent influence leading workers to put a check upon their productive power and to join in strikes is their growing belief that industrial depressions are caused by overproduction. He finds, however, that this belief in the power of overproduction is also affecting thousands of manufacturers and merchants, and he undertakes to demonstrate the fallacy of such ideas as overproduction and its twin, under-consumption. The trend of his argument, which is intensely interesting, is shown by his substitution of the idea, "temporary surplus production," for that of "overproduction," and his contention that temporary surplus production is necessary to man's comfort and welfare, and are a part of growth and progress. He writes:

While it is true that overproduction is not an admissible proposition, it is also true that supply and demand for any one thing rarely preserves an equilibrium for any great length of time; nor can it be expected that nature or art will ever arrive at such perfection as automatically to provide products exactly where and when they are needed. But by creating the modern system of transportation and by inaugurating the present system of cold storage two long strides have been taken in this direction. Neither of these strides would have been possible but for the existence of temporary surplus production, one of nature's wisest gifts to man. Yet another long stride forward will be taken when the producers of staple commodities like coal, iron, steel, tin, copper and lead realize that it is stability in prices which will give them greatest wealth. Some think this stability can now be brought about by the great combinations, and it can be, if they will be guided by nature's laws. But if they attempt to accomplish it by shutting down mines and furnaces and restricting production when demand is small, the country will continue to suffer from abnormally high prices when demand is large, and it will prove a costly failure. To waste the labor and the facilities to produce the great staples to full capacity in dull times, when it is certain they will be in great demand in active times, as Talleyrand says, "is worse than a crime; it is a blunder."

This is true, because whenever scarcity in the supply of any important commodity forces the price of that commodity up to the point of restricting its use, it is simply nature reminding us that there has been too little temporary surplus production and storage of that article in the past. Indeed, the time is not far distant when the cry of overproduction applied to any useful article in any country will be recognized as an evidence of a lack of knowledge, forethought and wisdom on the part of the people of that country in taking care of temporary surplus products when they can be had for use during periods when they cannot be had.

Both nature and art give their products to man in a disproportionate manner, not to be wasted, but to be intelligently cared for; and if he does not so care for them he is certain to suffer for his neglect. Is there anything in nature or history which does not teach man that if he would have anything when needed, he must gather it when advantageously produced? Is it not good business to gather surplus products when they are plenty and cheap and hold them until they are scarce and high? Have any ten years passed in the recollection of men now living in which the people of this country have not suffered—through abnormally high prices—for the want of an adequate supply of some of the great staples which might have been stored up in times of plenty? In the 200 years of our country's growth has anyone ever heard of useful manufactured products being destroyed because of want of a market? Have they not all been consumed in time? Is not this proof that each one of the overproduction claims put forth during the last two and a-half centuries has been rank nonsense? Has not modern society simply failed to grasp one of nature's greatest economic truths?

As will be seen, the moral of all this points to the doctrine which Mr. Hull has preached of the value of storage as a balancer of industrial conditions. That doctrine is gaining ground, especially in the domain of iron, cotton and other staple products, as well as of such perishable articles as fruits and meats. It could become effective if all men were perfect and if the energies of all could be directed by one human mind without a flaw and with infinite ability to comprehend every economic and social movement in the world. But, as of old, modern political economy seems to consider too slightly the human element in mapping out its natural laws, or to view those laws only as affecting a limited area or a comparatively small number of men. With all its imperfections, however, the science, even in its earlier stages, might be of value if men were ideal. But the wonderful strides of natural science and its application during the past century have rendered man rather contemptuous about the power of natural law, even the natural law enunciated in political economy. Then, too, political economy is not as influential as it might be as a guide for man, because the doctors of the science are not entirely agreed among themselves, but more especially because the evolution of the science of political economy has not kept pace with world development. It is well, though, for men of affairs like Mr. Hull to display danger signals. They may prevent the catastrophe consequent upon acting upon the theory that man may defy natural law indefinitely.

Some day a properly-equipped writer will formulate the laws of political economy as taught in modern industrial practice and compare them with the laws laid down half a century and more ago by early students of political economy. It is hoped that this exhibit may be made before more of the dangers suggested by Mr. Hull are realized.

#### A LEGISLATIVE DILEMMA.

In his message to the Louisiana legislature Gov. W. W. Heard recommended that every attention be given to the matter of the regulation as far as is possible within the State of combinations

known as trusts. He cites the recent decisions of the United States Supreme Court practically nullifying the anti-trust legislation in many States and rendering inoperative Louisiana laws of like intent. It will be recalled that at the last session of the legislature an anti-trust bill passed one house, but failed to pass in the senate, for one reason, because it was believed that, wide-embracing as it was, it would hamper the development of Louisiana. The recommendation of the governor leaves the members of the legislature in a predicament of framing a law that will stand the test of the courts while meeting the demands of labor organizations, and at the same time will not damage the material interests of the State. About the shortest cut out of the dilemma might be to attempt no legislation on that point whatever.

#### PEACE AND PROSPERITY IN MISSISSIPPI.

Judge James H. Neville of Biloxi, Miss., in an interview published in the New Orleans Picayune, tells a story of peace and prosperity, of educational and business advancement which is exceedingly cheerful. The statements which he makes regarding the trend of thought to industrial education, the better enforcement of laws for the protection of life and property, and the deeper interest now being aroused in all educational work, indicate that Mississippi is indeed making the right kind of progress. He said:

Never in my life have I seen such evidence of growth and prosperity as there is at the present time. This is not only true of the pine woods and of the towns, but in general, the people in the country showing unusual prosperity. The people have fat, sleek horses and mules, fine cattle, good vehicles, are well clad, and their children are at school; in fact, it is hard to go into a neighborhood in the Commonwealth where there is not a good public school. Parents are taking greater pride in the education of their children, and the animating spirit among them is to devise ways and means to more rapidly and surely develop the country. There is a unity and good-fellowship that is absolutely refreshing between the country people and the town people. Neighborhood bickerings, in my district, have ceased, so far as I know or can learn. The people are happy and contented. They are working with more intelligence everywhere. The young men and boys are not all wanting to be professional men, and are taking deep interest in industrial affairs, in mill matters, in railroad building and all the other diversified industries that can and will make this State great when the young manhood takes hold of it, as it is doing. The increase in the taxable values in my district is something almost indescribable. It results from development of the latent resources, from building railroads, saw-mills, cotton mills, canneries, the turpentine industry and kindred enterprises.

The branch experiment station of the Agricultural and Mechanical College at McNeil has awakened more interest in the lands of that section, after the timber is cut, and seems to me to be a solution of the situation after the denudation of the lands. This station is being organized, and another year will begin to bear fruit, and its methods will spread as leaven among the farmers in that entire section.

While the people are working as never before, they are not unmindful of politics, but they are for higher, cleaner politics, for the best men for all offices, high and low, county, State and federal. There is also a noticeable determination among the people to help enforce the law, without which law officers are powerless. The sheriffs are doing their duty, and grand and petty jurors are coming up to that high degree of citizenship which they should feel. The people are behind the officers, the jurors and courts. They are backing them up at every turn, and this makes the suppression of lawlessness and the better protection of life, liberty and property and the easy enforcement of the law.

The immediate coast, where I live, is prosperous as never before. The canning factories are pressed to the limit to fill orders, as are also the sash and blind factories. The

Gulf is white with the sails of vessels carrying lumber everywhere, both to domestic and foreign harbors. The flour mill at Biloxi is doing a fine business—this, notwithstanding the fact that the wheat is shipped there from other States.

#### PROTECTION OF NAMES AND TRADE-MARKS.

The Babcock & Wilcox Company, in a letter referring to the determination of the company to secure for itself the sole right to use the name of Babcock & Wilcox, to the end that such name shall only be used as descriptive of articles manufactured by the Babcock & Wilcox Company, says:

We think you will agree with us that the name of a concern, engaged as ours has been for over thirty years in a successful business, has a value which properly belongs to its owners. We are earnestly striving to maintain that right. It is a contest in which every honest manufacturer is deeply interested.

The imitation of trade-marks and trade names is a very great injustice to every concern which by honest work has built for itself an honest reputation. No concern ought to have a right to so nearly imitate the name or trade-mark of any other concern as to endeavor to bolster its own business on the well-earned reputation of an established concern. Any institution which finds it necessary to do this shows a very great weakness, if not a very great lack of honesty. That the Babcock & Wilcox Company has undertaken to protect itself to the utmost extent ought to be a gratification to every honest business institution.

#### INDUSTRIAL ACTIVITY AT MEMPHIS.

Following the recent announcement that a wagon-manufacturing company, with a capital stock of \$160,000, would establish a large plant at Memphis, and the purchase at about \$1,000,000 of a controlling interest in the Memphis Light & Power Co., with a view to the reconstruction and improvement of the gas and electric-light plants of the city, comes a report that the Lansing Wheelbarrow Co. of Lansing, Mich., has decided to erect a \$400,000 wheelbarrow factory at Memphis. The general mercantile and business advancement which has been so marked in Memphis of recent years promises now to be followed by very great industrial activity.

#### The Southern Farm Magazine.

It happens that the June issue of the Southern Farm Magazine contains a number of articles bearing upon education in the South. It may therefore be called an educational number. The articles, though, in that field are somewhat different from the conventional. They are not pedagogic. They have not been written from the point of view of the professional educator, but rather from that of the observant taxpayer. All of them may not meet the approval of everybody. Some of them may contain suggestions worth bearing in mind in the midst of the general discussion of Southern school facilities, Southern school opportunities and Southern school needs. The general line taken in these articles, whether they are written in light or in serious vein, is that the educational problem is a vital one, and for its solution wide-extended investigation and freely-expressed opinions from all standpoints are required. That is why Edward Ingle, in commenting upon certain phases of the recent educational excursion from New York through the South, takes issue with the assumption of some of its promoters that there is but one side to the proposition, and that persons who fail to see the

absolute wisdom of the scheme of the Southern Education Board are either ignorant or narrow-minded. This particular article also questions the policy of trained negroes on the same lines as the whites. Other articles deal with the possibilities in the Summer School of the South at Knoxville, the dangers to the body politic in persistence in confusing going to school with education, and with the suggestion of training for farm work through apprenticeship.

Col. J. B. Killebrew contributes an interesting article upon the proper preparation of wheat in the South. Other features are "The Working Man—In City or in Suburb," by S. G. Wilmer; "Earth Roads," by Maurice O. Eldridge, and "Feeding Cottonseed Products to Steers."

Peter Pechin discusses in an original manner leading incidents of the past month, and the other departments are up to their usual standing. The Southern Farm Magazine is published monthly by the Manufacturers' Record Publishing Co., Baltimore, Md. Price \$1 a year.

#### Literary Notes.

In the current number of the Sewanee Review, edited from the University of the South at Sewanee, Tenn., Dr. B. J. Ramage brings to a close his interesting review of the career of Hugh Swinton Legare. The biographical feature of the Sewanee Review, to which this work of Dr. Ramage is an important contribution, is one of its most valuable features. After all, the study of the lives of men who made history is fundamental for a proper conception and a proper writing of history. And the biographical studies in the Review must be studied by anybody desiring acquaintance with the interesting but almost untouched field of Southern history. Other articles in the April quarterly are: "Victor Hugo's Message to His People," by A. B. Cooke; "A Southern Experiment in Township Government," by Richard Ellsworth Fast; "A Study of Matthew Arnold, II, Formative Influences," by Ludwig Lewisohn; "Flaubert and Symonds—Intellectual and Human Ideals in Literature," by James Walter Young; "Matthew Prior—His Relation to English vers de Societe," by Harvey Waterman Thayer; "An Early Seventeenth Century Angler," by Ralph Lytton Bower; "The Education of David Hume," by Louis F. Snow; "Robert Louis Stevenson," by Hiram Albert Vance, and "Maxim Gorky," by George Clifton Edwards.

The Maryland Cook Book. By Mrs. E. J. Strasburg. For sale at the Woman's Exchange, Baltimore. Price fifty cents.

This volume, which contains more than 750 recipes, successfully and repeatedly tested by the author and many of her friends, is the outcome of a purpose to furnish a practical guide for all housekeepers, no matter what may be the size of their incomes. Many of the recipes have been carefully-guarded family secrets, now made public for the first time, and although the author is by birth a Virginian, and although these recipes have originated in all parts of the South, the title, "Maryland Cook Book," has been chosen because of the author's long residence in Maryland, and because its recipes will be found adaptable to Maryland housekeeping. An interesting feature of the publication is that a great many of the recipes bear the name of those who have advised them. They are arranged under definite headings, enabling the housekeeper to find her way rapidly out of her domestic problems, and accompanying them are facts about weights and measures of value in the culinary art, and many other useful hints.



# ST. LOUIS AND THE SOUTHWEST.

## The Relations of the City to a Wonderful Section.

[Special Correspondence Manufacturers' Record.]

St. Louis, Mo., May 24.

The holding of a world's fair, in some features at least to be the greatest in history, and in all probability the last exposition of world interest that will be seen in America in this half of the new century, was hardly necessary to rivet the attention of the business world to the great forces at work in the regeneration and upbuilding of this early seat of mighty empire, this first and greatest metropolis in the vast territory of the Louisiana purchase, this germinating point and base of supplies for many of the enterprises and much of the development through which the Southwest has become one of the busiest and most rapidly enriched sections the nation contains. But at the same time the focusing of world-wide attention on St. Louis by reason of the invitation to the world to come here and "be shown" in 1904—and, by the way, now that it has been definitely done, everybody seems to be glad that the postponement was made—this putting of St. Louis out into the limelight bids fair to do in short time more towards letting everybody know what is going on out here and in the Southwest than would have been otherwise possible of accomplishment in a decade. What St. Louis is as a city, the foundations beneath her present and future greatness, the wonderful resources and the extent of the tributary territory—these are matters which now incite widespread investigation and are proving deeply interesting to investigators everywhere.

Because of this interest I have been asked by the Manufacturers' Record to study the situation on the ground, to report the results of my investigations, and afterwards to go over the Southwest generally as far as the Mexican border and furnish a series of letters on the development going on throughout the Southwestern States and Territories of Missouri, Arkansas, Texas, Oklahoma and Indian Territory. So, after devoting several letters to various phases of the situation as it strikes me here, I shall endeavor to present some of the more prominent facts in connection with the Southwest's development, recording also from time to time in the future such changes in affairs at St. Louis as the progress of events bring about; for as St. Louis is the great center of the extensive development now going on, it will be treated as headquarters in the work here outlined.

The magnitude and importance of the world's fair—the Louisiana Purchase Exposition, to give the formal title—may not be fully and generally known till the gates are actually thrown open in the spring of 1904. I shall later on devote a chapter to the attempt to broadly outline some of the most striking features. But to go no further now, it may be generally characterized as worthy in every way of the name it bears and the important historical event it celebrates, and as furnishing an otherwise impossible chance to the whole world to understand what the American nation has become, what are the resources, the industries and the peoples of all the countries over which the Stars and Stripes now float.

And as for St. Louis, it will make it a world city. It will wonderfully widen the horizon of its people, giving them in every way a greater grasp on world affairs and equipping them to a vast degree for the work of developing this entire section and taking a more important part in the

world's work which has come as a privilege and a duty to the people of this nation. Every man here will be a sharer in the benefits which come from the comparison of methods, of manners, of habits, afforded by this world congress of peoples. Knowledge ever has been and ever will be power, and there is no greater education than in knowing what and how others are doing. The railroads have destroyed provincialism in the nation, and international expositions make the whole world kin. They provide a forum and a market-place where all the peoples of the earth bring their first and best fruits, and in the interchange of ideas and the comparison of products give a chance for the adoption of everything that is best in other methods of working, living, enjoying, advancing.

Already the shadows appear which coming events cast before. The fact of the world's fair has put life into numerous enterprises which had lain dormant for years, and the whole community is tingling with a sense of the responsibility which is laid upon it. It may be a far cry to ascribe the present activity of grand juries and prosecuting officers to the determination that the house shall be put in order for the visitors, but when Mayor Rolla Wells was nominated and during the election much stress was laid upon the importance of having a high-class man for world's-fair mayor, and it is a fact that only since he and associates of like decency and integrity have been in office have effective steps been taken to stop boodling and overhaul the boodlers in public places. It is at least safe to say that there will be a clean administration of city affairs while the world's fair is on, and that there will be a general cleaning up in all directions.

For one thing, there will be new and better streets. There is now only one grand boulevard or driveway of pretensions proportions, but already steps have been taken to create a new boulevard extending from the center of the business district clean out to and beyond the site of the fair, at the western end of the magnificent Forest Park. St. Louis has paved streets in great number, too, her 400 miles of asphalt, block and macadam putting her toward the front in the list of well-paved cities, but the repaving and repairing of the more important thoroughfares is a matter now receiving the earnest attention of the authorities, backed by leading citizens working through the various remarkably strong and active organizations which are a conspicuous feature of civic life in this metropolis.

Whether wholly or in part stimulated to activity by the approaching world's fair and the effects to follow, or whether it is a mere coincidence, certain it is that extraordinary development in railroad building prevails in all the territory dominated by St. Louis. Lines of which St. Louis is the starting-point or which through branches are tributary to this city have no less than 2000 miles of road under construction in Missouri, Arkansas, Indian Territory, Oklahoma and Texas, and new enterprises in all this section are not infrequent announcements. Certainly the recent acquisition of the St. Louis, Kansas City & Colorado road by the Rock Island and the attempt to secure important terminals here by the purchase of the Wiggins Ferry property indicate the anxiety of that great road to effect the closest possible relations with St. Louis

at once, and the fight which has been waged against the Rock Island's securing possession of the Wiggins Ferry stock, currently attributed to the Gould interests, demonstrates how important a hitherto somewhat neglected property has now become in the estimation of the biggest magnates of the railroad world.

In about every possible direction the railroads already centering here are extending their influence by new connections, branch lines and the purchase of independent feeders, thereby broadening and widening the scope of St. Louis trade and the market for St. Louis products.

A most notable fact in this connection is the assistance on a big scale which has been given to these enterprises by the financial institutions of St. Louis. In common with other wealthy and important centers in America, the trust-company idea has taken deep hold in St. Louis in recent years, with the result that big enterprises are financed right at home. Indeed, it is not too much to say that a large part of the development work now being done in the Southwest could not have been undertaken at this time, if at all, had it not been for the ample means so promptly provided by the trust companies of St. Louis. They have not only financed mercantile enterprises of magnitude, but have supplied the means for the construction of several important Southwestern railroads, and have given a further demonstration of their financial ability and enterprise by financing a loan of \$10,000,000 for the Mexican Central Railroad, a large portion of which was subscribed by the trust companies themselves. It is also true that other sections of the country are indebted to St. Louis financiers for timely assistance, the Tennessee Central furnishing a case in point. Without the millions with which St. Louis men backed that enterprise it is extremely doubtful if Col. Jere Baxter would have achieved, at least by this time, the degree of success which marks that undertaking.

The day of St. Louis' dependence on Eastern capital has apparently gone by. No feasible proposition is too big for St. Louis financiers to undertake, and the Eastern man is now put in the position of being permitted to get in as a favor, provided there is anything left for him after St. Louis investors have had a first chance. This is somewhat of a departure from the ways of the St. Louis of former years, or at least of the fame borne by the St. Louis of a former generation. But St. Louis has always been a solid town, and it has been a good trading point, too, from its first settlement by Laclede, Chouteau and other French voyagers in 1764. Its present big trade with Mexico, the envy and despair of sister cities of the Middle West and even of the East, is no mushroom growth, for even in the early days of the Santa Fe trail St. Louis merchants were alive to the value of trade with the people across the border, and St. Louis trademarks found their way to every part of the far Southwest, just as today they make their way to every quarter of the globe.

But there unquestionably has been an awakening and a readjustment of methods in St. Louis. St. Louis never has been and never will be known as a "windy city," but the complacency of a generation ago has given place to a ready acceptance of changed responsibilities, and it is doubtful if there is anywhere a city whose people, individually and collectively, are more active and alert or are more eager to discharge a public or private obligation. True, there is not yet a complete demonstration of this fact, as the recent disclosures of a congressional investigating committee show that something is yet to be done by the individual

in the line of promoting decency in politics, but that the heaven is working there are likewise abundant proofs. There is no room for pessimism in disclosures made on every hand. I attended recently one of the quarterly meetings of members of the Business Men's League, and I doubt if any more inspiring evidence of a virile public spirit and civic pride can be given by any city of so great a size. There were assembled, as they have been doing for near a decade, some 200 of the leaders in the local commercial, financial and professional world. They came to discuss in all seriousness some question of public policy, and in the earnestness and conscientiousness displayed, it seemed to me, they revealed a loftiness of purpose and a devotion to public welfare which carried one back to the foundation of the government. Indeed, I could liken that assemblage, in spirit and intent, to nothing quite so fitting as the town meeting of early New England, where strong men met to shape the destinies of a new world. With such a spirit of patriotism abroad in the land, with a quickened public conscience to back the efforts of such leaders, with the proverbial thrift and solid substance which everywhere abound, combined with a latter-day energy and determination second to that of no community, and with a great and rapidly-growing section of this country mainly depending on St. Louis for its supplies of every sort, to say nothing of what will come from beyond our borders and from over the seas, he would truly be a rash prophet who would attempt to put a limit on the growth, importance and power which the near future may contain for this mighty metropolis of the great Southwest.

Some score and ten years ago a fanciful citizen wrote a book on "St. Louis, the Future Great City," and his luxuriant imagination built up such a wondrous place as the world had never known. The "Future Great," with the emphasis on the future, became a common sobriquet for St. Louis then. While not all that was then predicted ever can come true, yet there was a large degree of prophetic foresight in what was written, and looking back over the splendid progress of thirty years, it may with satisfaction be exclaimed, "The past, at least, is secure." And in the security of a worthy past is the greatness of the present and the promise of a more glorious future. St. Louis is great in many ways. Her strength as a financial center has been mentioned. It will give further insight to be told that the nineteen banks and ten trust companies of St. Louis have a capital and surplus of more than \$70,000,000, while their deposits are almost \$200,000,000. The bank clearings were nearly \$2,271,000,000 in 1901, an increase of more than \$580,000,000 over the figures of 1900.

While in manufacturing St. Louis does not hold the lead she should and will, there is a very considerable manufacturing interest here, the value of products at the factories for 1901 being given at some \$400,000,000, and wages paid out aggregate about \$1,750,000 a week, or some \$90,000,000 a year. The great importance of these figures is in the growth they show, the number of houses—nearly 9000 now—as well as the employees and value of products having about quadrupled in the past twenty years. The statement is made that coal is cheaper in St. Louis than in any other city of the first class, and government endorsement of the claim is exhibited. With its incomparable lead ores, its commanding position as a producer of zinc, its vast coal fields and timber supply, the natural resources of Missouri alone are imperial in their array. With twenty-four railroads, among them some of the most important trunk lines

in the nation; with the mighty Father of Waters flowing by her doors and insuring forever the lowest possible carrying charges to tidewater, St. Louis is certainly in position to advance as a center of manufacturing far beyond her present place. Nevertheless, even now she leads the world in certain lines. Street cars, steel ranges, patent medicines, chemicals—these, as well as her beer and plug tobacco, are among the items in which she is first. In many other lines of manufacturing she is building on a strong foundation, for in this respect and in all her material being she is wonderfully solid. Her manufacturers, like her merchants and her citizens, are not operating on a narrow margin of cash with a burdensome load of paper. St. Louis has never been a city of mortgages and borrowed money. Even the municipality, with its handsome new City Hall and long lines of paved streets, has a bonded indebtedness of only \$18,910,000, and the tax rate is but \$1.25 per \$100 on about a 60 per cent. valuation.

Some day St. Louis will make more machinery and agricultural implements than she does now, and everything that enters into the cotton industry might, too, it would seem, find here a most favorable site for manufacturing as well as distribution. For instance, when Texas works up more of her 3,500,000 bales of cotton instead of shipping it to distant States and foreign countries, St. Louis should outstrip all competitors in equipping her for the task.

In jobbing lines St. Louis holds a strong place, and is destined to further greatness. She is the third American city as a market for dry goods, clothing and groceries; the second largest shoe-distributing point and flour market, and first in millinery, drugs, hardwoods, fruits and horses and mules. Without itemizing her various lines of activity or going into the detail of statistics, these facts are given to indicate the variety and extent of the important and diversified trade St. Louis does. She supplies the West and Southwest with much those sections consume and use, and she is even extending her sphere of usefulness by adding new lines and by penetrating new territory.

St. Louis is growing in all things. There are 600,000 people here now within the city limits, taking no account of the suburbs and the cities across the river. There are most beautiful homes in the select residence sections, and office buildings and hotels are of a high class of architecture. New houses, flats and storerooms are being built to accommodate the increasing demand, it having been almost an impossibility until recently for newcomers to find vacant anything with modern conveniences. There is not near enough room yet for the world's fair crowds, but hotel companies are being formed to provide needed extra facilities, and it is promised that ample accommodations will be found here when the fair begins. So far there has been more apparent danger of underdoing than overdoing the matter. Some Eastern papers have printed a word of warning to St. Louis against overbuilding. Most likely the comment of local papers is correct. They declare such talk is bosh. St. Louis will not lose its head. At the same time it is proposed that the people shall be taken care of, and St. Louis has certainly had plenty of experience in taking care of crowds. It is the intention that St. Louis shall present to all the world a most attractive front. Nowhere is there a more typically American city. After the early French and Spanish domination came the first great commingling of the Cavalier and Puritan, followed by the important and history-making advent of the Germans and the likewise large addition of the Irish. All

these are now welded into a homogeneous citizenship and into a common race. Here are combined the thrift of the Yankee with the hospitality of the Southerner. Here are a genial people, long accustomed to the graces and refinements which come with financial ease. Here is a history of dramatic interest and an atmosphere of poetry and the artistic temperament. The visitor from anywhere will find much to interest him in 1904 and before. And out of it all will come honor and glory in abundance for the latest and best of world's fair cities, for in leading the section and the nation to greater and grander achievements St. Louis will have the plaudits of the entire world.

ALBERT PHENIS.

## WROUGHT BY ORGANIZATIONS.

### Active Agencies in the Development of St. Louis.

[Special Cor. Manufacturers' Record.]

St. Louis, Mo., May 26.

In considering the active agencies which are responsible for the present importance of St. Louis as a center of trade and manufacture, much credit must be given the various organizations here, to at least one of which about every man in business belongs. The way these organizations take hold of public affairs, and the individual interest and responsibility felt and manifested, constitute a factor in the city's growth and progress unique in interest and of almost incalculable advantage. What similar organizations often merely propose to do in prospectuses and in the early stages of their existence these St. Louis bodies accomplish much as a matter of course, and the fervor does not die down in one year or ten. St. Louis has done much in the recent past, and as a vastly-increased growth in the future is assured by the truly marvelous developments already well under way in Oklahoma, Texas and other portions of the Southwest, it is not only an interesting narrative that something may be told of what has been done and how, but because St. Louis' methods may furnish an incentive, an object-lesson, for others in the land who are earnestly desirous of seeing their own communities go ahead, but who lack the organized effort—the spirit of oneness and public zeal, which are essentials of conspicuous and satisfying success.

Every kind of endeavor is represented in the aims and purposes of the organizations which are here maintained, and so specialized has the work become that none laps over on the activities of another. Where all are interested, all cooperate and unite, with the result that a dynamic power is given to every effort made, and failure is well-nigh eliminated from the lexicon. St. Louis has much of advantage in mere age and geographical place, for the tremendous onrush of development in the country about would give growth and wealth in some degree, even were no man's hand raised now to help the tide along; but with the whole community alive, alert, aggressive, seizing every natural advantage and creating new conditions and opportunities on every hand, the onward march of events takes on a mightier stride and the sweep of progress gains momentum no power can turn aside.

No such swift and yet substantial example of State building as is going on in Oklahoma is known to history. By the terms of settlement, a family was put on every quarter section of the land. As fertile as any soil in America, the whole Territory teems with agricultural wealth. It is dotted with cities, towns and villages, built on the most modern and best plan. Everything smacks of the latest civilization, and the requirements of the

people are not a whit behind those of the oldest settled sections of the country. Railroads are throwing out their arms in every direction, and cities are growing without a pause. Oklahoma is destined to be another Illinois, and Oklahoma City is more of a town and growing faster by far than Chicago at her age. This is but a part, though a big part, of the development work which is counting for St. Louis' gain. Leaving Oklahoma out, there is enough in Texas, enough in Arkansas and Mississippi, to add greatly to the growth and power of a city situated as St. Louis is, and when all the territory here named is every day adding to the greatness of this central trading point and commercial and financial headquarters, the immensity of the gain can scarcely be defined.

That St. Louis is able today to take so large advantage of the opportunities at hand is unquestionably due to the foundations deeply laid by her people in the past; but with the reward of toil secured, there is no diminution of effort, and the work of upbuilding, extending and developing goes on at even greater pace. Every organization and every agency seems but put the more upon its metal, and each seems resolved to acquit itself with the more honor the more the responsibilities and opportunities are increased.

Standing at the head of these organizations, in point of age, membership and power, is the Merchants' Exchange. It is the father of all the organizations, and to its patriarchal sway all allegiance is allowed. For a long time it was the only organized body in the city, and all measures affecting the growth and welfare of the city were originated by it or brought before it for consideration and action. With the growth, development and multiplication of the business interests of the city other organizations were formed, but the declaration is made that "probably no business organization in the world has set its impress in more indelible characters on the progress of a city than has the Merchants' Exchange of St. Louis. From it radiate countless influences and energies, each of which lends impelling force to the onward march of the city's business interests. The Merchants' Exchange is the backbone of various auxiliary organizations, whose united purpose finds concrete form in St. Louis' commercial advancement." While today the Merchants' Exchange is left largely to fill its primary mission, which was to provide a place and furnish facilities for the transaction of business, yet it is still recognized as the chief factor in organized effort in behalf of St. Louis' advancement. When funds are to be raised for public purposes the membership of the Merchants' Exchange subscribes the lion's share, and it has always been the medium through which the benevolences of the city have been expressed. These benevolences take the widest range. For instance, in 1880 \$7000 was raised for the suffering poor of Ireland. The Merchants' Exchange sent \$150,000 to the sufferers in the Chicago fire; \$40,000 was sent to the Galveston flood sufferers, and \$267,000 was raised and distributed among the victims of the St. Louis tornado of 1896. The Exchange has just got through disbursing \$4800 to those who were made destitute by the Southwest Missouri drought of 1901. And these are simply instances. Wherever an appeal for help is heard, the Merchants' Exchange makes a ready and a liberal response.

Through its directors and committees it co-operates in every public movement. Outside of committees to look after its own business affairs, it has such standing committees as postal affairs, Missis-

sippi river, national board of trade, legislation, transportation, foreign trade, and in connection with the Business Men's League it maintains a traffic bureau, and employs as traffic commissioner a man who knows all about freight rates, railroads and river transportation. And in every one of these departments the Exchange is very much alive and active. It has a membership of over 1800, which represents almost every line of business, industry and profession, and a membership in the Exchange is regarded as a badge of business integrity and prominence.

The Merchants' Exchange is the heir of the old Chamber of Commerce, organized in 1836, and the claim is thus warranted that this is the oldest trading body in the United States. It is housed in a handsome \$2,000,000 building of its own, almost all paid for, and affording, with its grand trading hall, 221 feet long, 92 feet wide, and with an 80-foot ceiling, one of the most magnificent homes owned by any exchange in the country.

On what broad lines the Business Men's League was organized and now operates is quite clearly set forth in the stated objects of the League, which are to unite the merchants, manufacturers, professional men and citizens generally for these purposes:

"To promote the interests of the city of St. Louis in every avenue of trade and commerce; to oppose discrimination against such interests by any corporation, organization or association; to guard against and oppose legislation and taxation inimical to the city and State; to cooperate with the railroad and river interests; to maintain and secure favorable rates through all our territorial connections; to entertain distinguished and other visitors, and to direct their attention to points of interest; to encourage the holding of conventions and similar gatherings in this city; to answer inquiries from corporations or individuals contemplating a change of location; to foster manufacturing and commercial enterprises of every character; to keep the city's greatness constantly before the people of this and other countries, and to secure by all legitimate means the greatest good for the greatest number of our people."

When such a plan of endeavor is undertaken by 250 or more men of such caliber as comprise the membership of the Business Men's League, it is small wonder that the annual reports tell of great deeds done. The League was organized in 1894, and during the succeeding years of its existence it has accomplished the building of new railways into territory that is commercially tributary to St. Louis; it has brought many important conventions to the city, one national convention among them; it has greatly increased the importance of Jefferson Barracks as a military post; it has secured better facilities for local jobbers in bidding on government contracts; it has prepared and distributed all over this country and abroad effective circulars and pamphlets advertising the city's commercial advantages; it has induced many important business concerns, a number of them manufacturers, to locate in St. Louis; it organized and got under way the movement for ridding the city of the smoke nuisance, which movement is now settled into a permanent and effective system; it has kept before Congress the necessity for the permanent improvement of the middle Mississippi river, and has obtained large appropriations for this purpose; it has been actively instrumental in obtaining the most modern postal service for the city and its commercial territory, and through its traffic department and its legal department it has taken up and disposed of satisfactorily



many questions of great local business concern.

The scope of the League's regular work is indicated to some extent by these instances. In matters of special consequence to the material interests of the city the League has been prudent in consideration, prompt in action and powerful in results. At its quarterly membership meetings questions relating to the improvement of St. Louis on very broad lines are taken up and debated by well-informed and practical men, and from the opinion thus crystallized a virile force is generated that invariably decides the ultimate fate of the question.

In his report of work done in 1901, President C. P. Walbridge presents some rather colossal figures in indicating the extent of the League's influence in just one branch of endeavor. He says:

"Commercial inquiries have been received from nearly every State in the Union, and from Mexico and other foreign countries. The objects of the League include the answering of 'inquiries from corporations or individuals contemplating a change of location, and the fostering of manufacturing and commercial enterprises.' More than fifty-one firms opened offices here, the amount of capital represented by them being \$19,000,000. In making the calculation only concerns having a rating with one or both of the two recognized commercial agencies are included. At least 200 corporations were organized here in 1901, their capital stock aggregating \$21,000,000. Besides fifty-one new firms opening up offices here, 200 corporations starting business, over fifty St. Louis corporations filed notice of increase of capitalization during 1901, the amount of increase aggregating \$12,000,000.

"In presenting these figures I do not make the claim that the Business Men's League is responsible for all this handsome accretion to the business of our city, yet it has had a marked influence in bringing it about, and in many cases has been the sole instrument."

Through its various committees the League is kept in instant touch with every interest of the city, much as the nerves of the human body act as sentinels to the brain. For instance, the legislative committee arranged it so that copies of every bill introduced in the State legislature were promptly forwarded to the office of the League. A feature of the League is the eminent counsel it employs. All these bills were promptly examined by counsel, and the files of bills, with the reports of the counsel, were on view daily at the office of the League for the information of members, who were expected to examine them freely and designate any which were considered of sufficient importance to be either supported or opposed. A very large number of the members availed themselves of this opportunity, with the result that the whole weight of the League was thrown for or against pending measures to the distinct gain of the best interests of the whole State.

Through its postal committee the League has done effective work in securing more fast mail trains and better postal facilities, and it is behind the movement, well on the road to success, to secure a new one-story model working post-office, at a cost of about \$550,000, to be located as near as possible to the great Union Station.

To the League belongs the honor of having taken the first steps toward the holding of a world's fair in St. Louis. The project was first proposed by the newspapers of St. Louis, but when they had succeeded in arousing public interest the League took the initiative action

by calling a convention of governors of the States embraced in the territory of the Louisiana purchase, and when the enterprise was finally launched it was the League that did the first work of soliciting funds for it.

A glance at the list of members, if one knew nothing whatever of the League's history, would perforce prove impressive. From A to Izard the list fairly bristles with importance, for almost every other name is that of a president, and the others are largely those of the heads or chief executives of the firms to which they belong.

The origin of the League is in itself an interesting and useful fact. This organization is the direct successor of the Autumnal Festivities Association, which Association sprang into being the year before the Chicago World's Fair, and did wonders in the way of arousing public spirit and enterprise, advertising St. Louis to the world and welding together the forces that have started St. Louis on a new career. A number of the largest merchants and most enterprising citizens got together in 1891 and determined that Chicago should not monopolize the stage while the Columbian Exposition was on, supposedly then to be in 1892. It was resolved to spend a large amount of money in advertising the city and in making St. Louis more than ordinarily attractively during the Exposition and Fair, then and for so many years a St. Louis annual event of much splendor and great interest. Subscriptions amounting to nearly \$5,000,000 were obtained, the money to be spent during a period of three years. As hotel accommodations were then inadequate, the Association offered a bonus of \$100,000 for a modern, fireproof hotel. The new Planters', magnificent in construction and appointment, is the fruit of that effort. As one of the objects of the undertaking was to catch merchants on their way to Chicago and hold and interest them till they bought their goods, spectacular features of a novel nature were devised, and thus street illuminating by arches of electric lights was introduced for the first time. Decorations, elaborate and varied, covered the houses all over the business district, and the eye was filled with the beauty and splendor of the scene. An organized, systematic attempt at advertising the city through the press and by other methods was also carried out, and by the time the World's Fair was over the country had found out that St. Louis was awake. So much good had been accomplished it was felt the work should be continued, and the very night the leaders met to wind up the affairs of the old Association the new League was born. Lines were laid at once for broadening and expanding the scope of the efforts in St. Louis' behalf, and so splendid have been the results achieved that this organization may today well challenge the admiration and regard of the world. Not the least encomium on the spirit behind it is furnished by the fact that its dues are \$100 a year, and that 250 St. Louisans cheerfully pay this sum for the privilege of working together for the good of the city.

With a membership distinctively made up from among the interests its name defines, the St. Louis Manufacturers' Association, with its 250 members, is devoting its energies in a special way to the welfare of the rapidly-growing industries of the city. That this work is being done on no narrow plan, however, the declaration of its objects gives ample proof. Indeed, so broad are the principles on which it works that most cities would count themselves fortunate if such a manufacturers' association were the sole organized activ-

ity which the community contained, and it but emphasizes the presence of an all-pervading spirit of public zeal to note the variety of objects to which the energies of the Association are directed.

Organized to afford a means of ready consultation and united, intelligent and effective action on matters of mutual interest, the purposes of the Association are stated to be:

To provide a suitable place for and to encourage the frequent meeting of representatives of the different branches of the manufacturing industries.

To effect the passage of laws, both municipal and State, stimulating and encouraging manufacturers.

To encourage and assist in every way the improvement and extension of the fast-mail facilities of St. Louis.

To extend the scope, improve the products and strengthen the common interests of manufacturers by establishing closer relations.

To endeavor to have repealed all laws imposing onerous or unjust taxes, or impeding the growth and economical conducting of manufacturing industries.

To assist in every possible way to increase the railroad facilities of St. Louis, and encourage them to open up new markets for the manufactures of St. Louis.

To constantly press before Congress the establishment of a department that would give special attention to the manufacturing industries of the United States.

To press the claims of St. Louis as a most favored site for the establishment of manufactories, and to aid in every way in increasing the manufacturing industries of the city.

To oppose in every way the use of convict labor in the manufacture of any article that enters into competition with similar goods or articles manufactured by free labor.

To advocate arbitration of all labor questions, and the reference of all questions of difference between its members and their employees to the arbitration committee of the Association.

To specially advocate the removal of the tariff question from partisan politics, and the establishment of a permanent non-partisan commission, empowered to treat it as a question of national business policy.

To advocate and work for the building of good roads and bridges throughout the State of Missouri, thereby increasing the facilities of receiving the products of the State and delivering the products of the manufactories of St. Louis.

To secure, as soon as possible, a permanent steamboat service between New Orleans and St. Louis, on the Mississippi river, affording to producers and manufacturers a security against unjust rates for the transportation of their products.

To constantly keep before the world the fact that St. Louis is the fifth city in population, the fifth city in volume of manufactures, the third greatest railroad center in the United States, and the metropolis of the fifth State in the Union.

To use every endeavor to have national manufacturing bodies hold their conventions or meetings in St. Louis, thereby giving our manufacturers the advantage of meeting and exchanging with others their ideas in regard to the improvements of the manufacturing industries.

Along these very broad lines, any of them worthy of the highest endeavor, the Association is constantly at work. Well officered, and with a determination to increase in power and membership—600 names is the figure aimed at by the present secretary—it is an evident fact that the Manufacturers' Association must in the coming years play an increasing important part in a feature of St. Louis' de-

velopment, which calls for constant, intelligent and determined work, and one in which great achievements are expected. With the development of the Southwest the growth of manufacturing in many lines must enormously increase, and what St. Louis does today in a manufacturing way can be more than doubled. In every way within its power this Association is striving to bring St. Louis well to the front as a greater manufacturing city, and a record of its achievements shows that a gratifying degree of progress has marked its efforts during the seven years of its existence.

An organization which has done much toward building up an important trade with Mexico and other foreign countries is called the Latin-American Club, although the name but partially conveys an idea of the scope of the Club's endeavor. First known as the Spanish Club, and rechristened a few years ago in more fitting form, it would be a still further better name to designate it as a Foreign Trade Club, for the officers and members of the organization have to do with the extension of St. Louis business into every quarter of the globe. Although the present Club is of not many years' age, the conditions which brought it into being extend back for more than fifty years, to the days of the old Santa Fe trail, when St. Louis merchants sent their goods by river to Ft. Leavenworth and westward, to be hauled by wagon from there west over the "Great American Desert" and across the borders. This business has never departed from St. Louis, and with the advent of the railroads St. Louis has continued to maintain such close relations with Mexican merchants that no efforts of the merchants of rival cities can win them away. At St. Louis the Spanish-speaking visitor finds a commodious headquarters, with Spanish clerks and typewriters at his command, and, if need be, no one addresses him in anything but Spanish from the time he arrives till he goes away. He is dined and entertained and made to feel at home, with the consequence that no allurements in other cities can alienate him.

Recently the machinery of the Club has been freely employed to cultivate trade relations with the West Indies, South American countries, Hawaii and all the Orient, as well as with the nations on the Continent. Reports show an increasing volume of trade in all directions. Agricultural implements, machinery, iron, steel, hardware, plumbing goods, electrical supplies, boots and shoes, hats, gloves, chemical products, photographic dry plates, railroad and street cars, packing-house products, cotton, flour and grain—these represent the chief articles of export by St. Louis members of the Latin-American Club, and the countries reached by them—all of the countries by some of them—are Mexico, Central America, West Indies, South America, Sandwich Islands, British Columbia, Alaska, Canada, South Africa, India, New Zealand, Australia, New South Wales, China, Japan, Russia, Belgium, Germany, Holland, Sweden, Norway, England, France and Spain.

All these organizations deal with the larger phases of St. Louis development and progress, and then come a goodly list of others, tapering off to merely neighborhood affairs, like a street-improvement association, of which there are many. There is an Interstate Merchants' Association, which works constantly to bring merchants to this city, and between the Alleghenies and the Rockies and barring the Southwest, they place no limit on territory. Cheap-rate excursions at certain seasons and all other measures which

may be devised for obtaining and holding the widest trade territory are looked after by this Association and its allies. Then there is a Furniture Board of Trade and cotton, wool and lumber exchanges, all of which, like the smaller local associations, perform their special work and do what they can to help run things right. Rarely does one find a city so large where the community spirit so strongly exists. If this were not so, the Veiled Prophets, the great fall pageant, could not be maintained. New York never tried such a thing but once, and it

was a failure, utter and complete. Here even a social club becomes a rallying point. The Mercantile Club has on toward 1000 members. Only at the lunch hour will you find anybody there. Then, from 12 to 3, something like 400 prominent people come and go. All St. Louisans seem anxious to get together and keep in touch. They seem deeply interested with a common purpose. This seems to explain why so many organizations are possible, also why they are so extraordinarily effective.

ALBERT PHENIX.

## GOVERNMENT OWNERSHIP OF COAL IN GERMANY.

By F. E. SAWARD.

(Written for the Manufacturers' Record.)

The decision of the German government to purchase coal-mining property in the Dortmund district is an event of considerable importance to the coal trade of the Fatherland, inasmuch as the State has not hitherto owned any coal fields in the Westphalian area, and constitutes an invasion of the sphere of activity which the Rhenish-Westphalian coal syndicate has regarded as its special prerogative. The objects are to enable the State to obtain a certain influence over the monopolistic power of the coal syndicate in the interests of the railways and the navy and those of the community at large. As far as the latter point is concerned, it is extremely doubtful whether the government has any concern whatever for the general community in the matter of the supply of fuel. It is a well-known fact that at the time of the dearth of coal, two years ago, when the syndicate was charging high prices, which were largely increased by merchants to consumers of less than 5000 tons per annum, the fiscal authorities in the Saar district and Upper Silesia exhibited no more consideration to consumers than was meted out to them by colliery owners. According to the memorandum which accompanied the bill, the coal mines belonging to the Prussian State are mainly situated in Upper Silesia and in the Saar district, and during 1900—the latest year apparently available even to the government for obtaining information—the Prussian railway administration used 5,542,070 tons of coal. Of this quantity, 2,191,972 tons were produced from Upper Silesia, and 2,694,820 tons from Westphalia. These figures clearly show the importance of Ruhr coal for the State railways, and most of the fuel has to be obtained from the Rhenish-Westphalian syndicate.

The difficulties experienced by the State railway authorities in securing deliveries of coal during 1900 and 1901 are well known, and as a consequence the administrations were compelled to draw upon the fiscal mines in Upper Silesia and in the Saar district in a manner that was without precedent. In these circumstances the memorandum submits that it would be of essential advantage for the proper working of the State mines in those districts and for the railway authorities if the indispensable Westphalian coal, or at all events a portion of it, could be won by the State. There are, however, other conditions that bear upon the question of government ownership as applied to coal mines in that part of Germany. In the first place, the experience gained by the large manufacturing establishments—and by these are evidently implied the iron, steel and kindred works—during the past few years has compelled them more and more to take steps to meet their own requirements in the production of coal, and so render themselves independent of the market, and thus insure continuity in the operation of their works. As the

largest consumers, the memorandum submits that the fiscal authorities have every cause to similarly secure themselves in order that in times of scarcity of coal the traffic on the railways may be maintained to its fullest extent, and that at the same time they may be able to supply a portion of the requirements of the navy.

It is thought that by State ownership and working of mines in Westphalia it would also be possible for the fiscal authorities to exercise a certain influence on the fixing of prices in that district, and thus be of advantage both to the State as a consumer and to the general community, and that the government would be in a position to assist the consumers of Saar coal, who are also users of fuel from the Ruhr basin, and thus indirectly benefit the State mines in the Saar district. These considerations have induced the government to again pay attention to the purchase of Westphalian mines, but in doing so there is no intention of nationalizing the Westphalian coal-mining industry or to restrict private enterprise to a large extent, although the acquisition of property must be proceeded with on the basis of obtaining the objects in view.

The first intimation of any action on the part of the State was reported in the second week of December, but the rumor was no sooner circulated than it was practically contradicted on the authority of inquiries made by a semi-official news agency. That the reports were incorrect in so far as the important mines known as the Gelsenkirchen, the Hibernia and the Nordstern are concerned was almost a foregone conclusion, because it could not reasonably be accepted as true that the State would proceed to acquire collieries belonging to members of the coal syndicate during the existence of the present agreement, and, as was shown by legal proceedings some time ago, it cannot be diverted in any other direction until the expiration of the agreement, even in the event of a change of ownership. The recent acquisition by the firm of Krupp of the Emsche-Lippe coal field and by Stumm Bros. of the Minister Achenbach colliery and several adjoining coal fields has now been followed by the fiscal authorities, who have obtained mining rights over an extended area on the Lippe, and the general result has been to reduce to an insignificant number the mines and mining rights available for disposal at the present time. It is understood that the idea of the government was to obtain the control of property which would yield 5,000,000 tons of coal per annum, and the announcement to this effect led to all kinds of speculative rumors. A point of interest in connection with the Gelsenkirchen mines is the assertion that emphatic assurance was given to the government that in the event of the State not buying them, French capitalists were prepared to do so, especially as a large quantity of the coal raised from these pits

finds a market in France. It remains to be seen how far the future will bear out this statement.

The government bill, which seeks to obtain sanction to an expenditure of \$15,000,000 for the acquisition of coal-mining property in the Dortmund district, specifies certain important undertakings in operation and other properties to be developed. The cordial reception which has been accorded to the bill warrants the assumption that it will emerge successfully through the various parliamentary stages. It is aimed, as will be obvious to all, as a special blow directed against the Rhenish-Westphalian coal syndicate, but what effect can a possible eventual output of 5,000,000 tons have upon the syndicate which controls an annual production of about 52,000,000 tons? At the present time, when depression prevails throughout Germany, the competition which the fiscal authorities might bring to bear if they already had possession of an output at the rate of 5,000,000 tons yearly might cause a decline in the prices charged by the syndicate on the expiration of existing contracts. But on the return of prosperity, of which indications are thought to be looming on the horizon even now, the rivalry of the State would be of little avail in view of the ever-increasing tonnage which comes under the control of the syndicate with the opening up of new pits by the associated owners. Past experience, too, as already suggested, has not taught consumers that the fiscal mining authorities have any tender regards toward consumers, and we must therefore wait and see whether the secondary object stated by the minister of commerce in introducing the bill will be obtained in everyday work.

### The Southern Hardware Jobbers' Convention.

The twelfth annual convention of the Southern Hardware Jobbers' Association will be held this year in Atlantic City, beginning June 17 and lasting through the 20th.

The association is composed of the leading hardware men of the South and Southwest. The program to occupy their attention is complete and elaborate. A reception committee, composed of representatives of some sixty of the leading hardware houses of the United States, will be on hand at Atlantic City for their benefit. The officers of the association are F. A. Heitmann of Houston, Texas, president; Bruce Keener of Knoxville, Tenn., vice-president, and C. B. Carter of Knoxville, secretary and treasurer.

Business will begin Tuesday morning, June 17, and from then until Friday night the time will be well filled up. Business of importance, discussions of benefit to the trade, and a general review of conditions existing all over the South will be exhaustively dealt with.

The railroads have announced a rate of one and one-quarter fare for the round trip.

Among the active members are:

#### ALABAMA.

Anniston Hardware Co., Anniston.  
Echols-Smith Hardware Co., Birmingham.  
Mayberry Hardware Co., Birmingham.  
May & Thomas Hardware Co., Birmingham.  
Milner & Kettig Co., Birmingham.  
Moore & Handley Hardware Co., Birmingham.  
Paden-Ewing Hardware Co., Gadsden.  
Cunningham Hardware Co., Mobile.  
D. M. Snow & Co., Montgomery.  
G. W. Barnett & Son, Montgomery.  
Teague & Sons, Montgomery.  
Tullis Hardware Co., Montgomery.  
Allen & Jamison Co., Tuscaloosa.

#### ARKANSAS.

Atkinson-Williams Hardware Co., Fort Smith.  
Ayers & Co., Fort Smith.  
Speer Hardware Co., Fort Smith.  
W. W. Dickinson Hardware Co., Little Rock.

Fones Bros. Hardware Co., Little Rock.  
Fox Bros., Pine Bluff.

#### DISTRICT OF COLUMBIA.

F. P. May & Co., Washington.

#### FLORIDA.

The Florida Hardware Co., Jacksonville.  
The S. B. Hubbard Co., Jacksonville.  
Knight & Wall Co., Tampa.

#### GEORGIA.

Athens Hardware Co., Athens.  
T. Fleming & Sons, Athens.  
Deveney, Hood & Co., Augusta.  
Maurice Walton Hardware Co., Augusta.  
Anderson Hardware Co., Atlanta.  
E. C. Atkins & Co., Atlanta.  
Beck & Gregg Hardware Co., Atlanta.  
Dinkins & Davidson, Atlanta.  
King Hardware Co., Atlanta.  
Dunlap Hardware Co., Macon.  
Griffin Hardware Co., Rome.  
Rome Hardware Co., Rome.  
Edward Lovell's Sons, Savannah.  
Palmer Hardware Co., Savannah.  
J. D. Weed & Co., Savannah.

#### INDIAN TERRITORY.

Turner Hardware Co., Muskogee.

#### LOUISIANA.

A. Baldwin & Co., New Orleans.  
Stauffer, Eshleman & Co., New Orleans.  
W. A. Pleasants Hardware Co., Shreveport.

#### MISSISSIPPI.

Baker & McDowell Hardware Co., Natchez.  
Louis Hoffman Hardware Co., Vicksburg.

#### NORTH CAROLINA.

Charlotte Hardware Co., Charlotte.  
J. H. Weddington & Co., Charlotte.  
Odell Hardware Co., Greensboro.

#### SOUTH CAROLINA.

Marshall, Wescoat & Co., Charleston.

#### TENNESSEE.

Mitchell-Powers Hardware Co., Bristol.  
Tom Fritts Hardware Co., Chattanooga.  
Magill Hardware Co., Chattanooga.  
S. B. Luttrell & Co., Knoxville.  
C. M. McClung & Co., Knoxville.  
Woodruff Hardware Co., Knoxville.  
E. C. Atkins & Co., Memphis.  
Orgill Bros. & Co., Memphis.  
Thomas, Barnes & Miller, Memphis.  
J. H. Fall & Co., Nashville.

#### TEXAS.

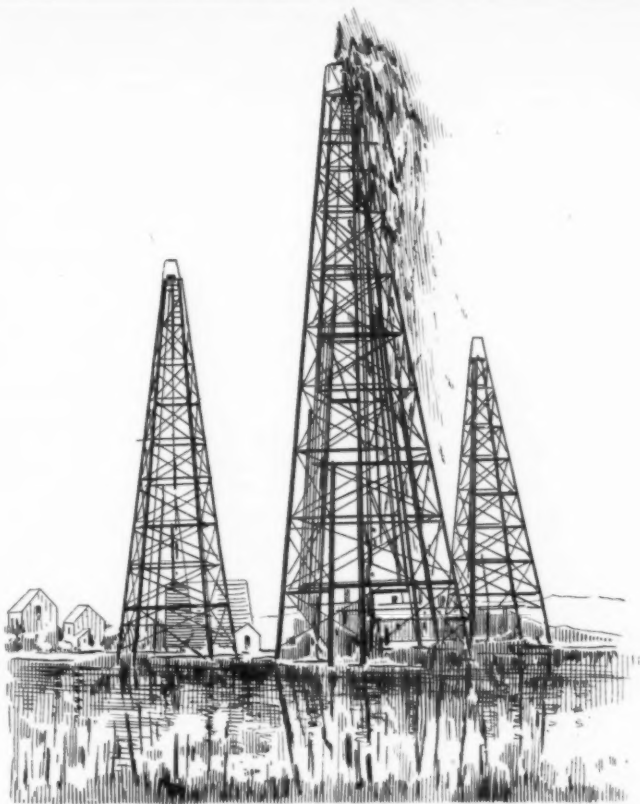
Ed. S. Hughes & Co., Abilene.  
Moroney Hardware Co., Dallas.  
F. W. Heitmann & Co., Houston.  
Bering-Cortes Hardware Co., Houston.  
H. S. Bettes Hardware Co., Paris.  
Elmendorf & Co., San Antonio.  
Roberts, Sanford & Taylor Co., Sherman.  
McLendon, Duncan & Co., Waco.  
R. E. Bell Hardware Co., Weatherford.

#### VIRGINIA.

Piedmont Hardware Co., Danville.  
Barker-Jennings Hardware Co., Lynchburg.  
Clark Hardware Co., Lynchburg.  
Paul R. Howard Hardware Co., Norfolk.  
Watters & Martin, Norfolk.  
Charles Leonard, Petersburg.  
W. S. Dounan & Co., Richmond.  
Watkins-Cottrell Co., Richmond.

The Memphis Industrial League has issued a folder giving a number of important facts about the city of Memphis. Attention is called to the census report, which shows that the population of Memphis increased from 33,892 in 1880 to 102,320 in 1900. The census for the city directory of 1902 gives the population of the city and suburbs as 150,223. During 1901 building permits were issued amounting to \$2,850,000.





### FIRST GUSHER AT JENNINGS.

It Has an Estimated Capacity of 70,000 Barrels a Day.

[Special Cor. Manufacturers' Record.]  
New Orleans, La., May 27.

The first really great gusher to be brought in on Louisiana soil was that of the Southern Oil Co., No. 3, partially brought in on Monday night, May 19, and fully brought in Saturday, the 24th, at Jennings, La. When it first came in on Monday night without having been baled, sand collected in the bottom, forming a bridge and closing the opening. After many efforts the loose pipe and the bridge was removed Saturday. A completed pipe was lowered, and as soon as the bridge was broken the well began to spout and kept it up until capped with difficulty several hours later. Last Wednesday some of the loose pipe was taken out, and a six-inch stream of oil was thrown eighty-two feet in the air, according to Mr. C. L. Pardee, a prominent citizen of Jennings, who brought the details to New Orleans at that time. Mr. Pardee estimates the capacity of this well at 70,000 barrels per day, and as it gushed to a height of fully 100 feet Saturday after being fully opened, there seems to be no doubt of the accuracy of his estimate.

Prof. C. F. Z. Caracristi, in a letter to the Manufacturers' Record under date of Mobile, May 24, referring to the Jennings well, says:

"This petroleum comes from the cretaceous, and is, therefore, of a superior quality, worth at the well sixty-two cents per barrel. Of course, this price cannot be had now, but as soon as a refinery can be established it will become a strong factor in the economics of the illuminating oil industry. I called attention to this last fall and winter, and earned the temporary ridicule of some would-be scientists. The next Louisiana fields will be on Belle Isle and at Anse la Butte. These two fields will be brought in in the next nine months, barring accidents. Sour Lake, to which I referred in my article of 1900, has already come in, as well as Saratoga. This seems to be a fairly good record of prediction made by the Manufacturers' Record. I refer also to my last article in the twentieth anniversary number of the Manufacturers'

Record, in which I said that the loose sand would be controlled, and that the people of Louisiana should not be discouraged by their failures."

### In the Beaumont Oil Fields.

[Special Cor. Manufacturers' Record.]  
Beaumont, Texas, May 27.

Mr. J. H. Bright has just announced the locating here of another big refinery that will require 3,000,000 barrels of Beaumont oil annually and will employ several hundred men. This is quite an item for the oil interests, and shows that the practical oil men have every confidence in the continued enormity of the product.

There is now no question but that the Jennings oil field has come to stay, and will be a great safety-valve for the Beaumont field. The gusher of the Southern Oil Co., No. 3, which came in with such force during the early part of this week, is a splendid specimen of an oil well, and throws the oil above the derrick with great force. A part of the inside pipe was left inside the well, and in trying to get it out the owners let it get away from them, and the well ran for twenty-four hours, flooding the surrounding rice farms and playing havoc generally. There does not seem to be a great deal of gas with the oil there.

Renewed activity is noticeable at Sour Lake also, and the work that is going on there indicates that the oil people are convinced that this also is a gusher field proposition.

On Spindle Top during the past week no less than eight strong gushers have been brought in, showing a force that is just as strong as it has been for some time. The exaggerated story about the playing out of the field has been pretty well overcome by now, and the falsity of the statement has been proven to the entire satisfaction of everyone here, at least.

### Some Interesting Tests of Oil as Fuel.

The subject of fuel oil is one that is engaging a great deal of attention among engineers at the present time, owing to the recent discovery of large oil wells in Texas and other States, which give promise of a cheap and abundant fuel. A paper on this subject was read by Mr. W.

W. Reid at a recent meeting of the Southwestern Gas, Electric and Street Railway Association, in which the author gave a brief description of the oil-burning plant of the Houston Lighting & Power Co. Fuel oil has already displaced in a large measure the use of coal in many sections of Texas. The immense saving which is accomplished by the use of oil in place of coal will in a short time pay for the investment of the fuel-oil-burning equipment. In the plant described oil is delivered on a spur track in front of the boiler-room in tanks of from 6000 to 9000 gallons capacity, and is unloaded by gravity into the storage tanks of the station. The latter are three in number, and are built of steel, having 12,000 gallons capacity each. They are situated in underground waterproof vaults, over which is a galvanized-iron roof. These tanks are provided with heating coils for heating the oil in cold weather, so that it will not become too viscous to flow freely and be handled by the pumps. The oil is pumped from the storage tanks into a small receiver, where it is heated to a high temperature by the exhaust steam from the pumps. It is then forced to the burners under pressure, the pump being automatic in its action, so as to maintain a constant pressure of oil irrespective of how much oil is being used. A meter is placed in the oil feed line, which registers the amount of oil consumed. After the oil reaches the burner it comes into contact with live steam from the boilers, this steam expanding and atomizing the oil. In some burners the atomization of the oil is accomplished in the burner itself, while in others it is practically atomized in the fire-box. The former method seems to be preferable.

In using oil the cost of handling the fuel is greatly reduced. Oil is usually unloaded by gravity, thus doing away with the cost of unloading coal. The oil being fed automatically to the furnace, the stokers and coal passers may be done away with. All that is necessary is one man in the boiler-room to look after the water level and the general operation of the system. There is no special skill required to operate an oil-burning system, but much depends on the careful adjustment of the burners so as to insure the proper amount of steam and air supply for the amount of oil being consumed. What is known as a "gas flame," a blue transparent flame, which frequently fills the fire-box, gives the best results.

The use of fuel oil increases the steaming capacity of boilers in the neighborhood of 35 per cent. In the plant described, for a certain load on the generators one boiler using oil now does easily what formerly required two boilers using coal. In point of cleanliness fuel oil has considerable advantage over coal, as there is no coal pile, dust, ash or clinkers in the boiler-room.

The insurance companies will not allow a gravity system for supplying the burners, so that there is no oil above the level of the burners. Recent fires have occurred so near to the oil tanks that the oil was heated to a very high temperature, but the oil did not explode or even ignite and burn, which proves that there is little to be feared on the score of safety. Other advantages of oil fuel are that the fire may be regulated from a low to an intense heat in a very short space of time; the fire-box, with proper use of oil, will last a great deal longer than with the use of coal, and there are no repairs and maintenance of fire tools; the fire-doors not having to be open, cold air is not constantly admitted into the combustion chamber to cool down the gas and cause unequal expansion and contraction of the tubes and boiler sheets.

Two evaporation tests were quoted by the author, one of which was made by the Houston Electric Co. on two Babcock & Wilcox boilers in which an evaporation of 13.48 pounds of water per pound of oil was obtained from and at 212 degrees F. The other test was made at the plant of the Houston Water Co., where an evaporation of 14.71 pounds of water per pound of oil from and at 212 degrees F. was obtained. In the plant described it was found that one ton of coal was equal to 3.6 barrels of oil. A great deal depends upon the style of burner used, and a number of tests were made to determine the relative efficiency of various forms of burners. The conditions governing the tests were as nearly as possible the same in all cases, the same loads were maintained on the engines and generators, and the tests all covered the same length of time.

Of the four burners tested, burner No. 2 effected a saving of 6.4 per cent. over burner No. 1; No. 3 a saving of 15 per cent. over No. 1, and No. 4 a saving of 19.3 per cent. over No. 1, showing that a great deal depends upon the style of burner. The author believed the high efficiency of the No. 4 burner to be due to a device whereby the oil and steam are very intimately mixed, and also from the fact that highly-superheated steam is employed to atomize the oil, thus bringing the mixture up to a very high temperature. A great deal also seems to depend upon the construction of the fire-box, but this, of course, must be different for each different class of boilers. Where the grate-bars are arranged for burning coal, and are left in place and covered over with a layer of fire-brick, the furnace can be adapted for the use of coal again in a few minutes' time in case the supply of oil runs out or in case of any accident to the fuel-oil-burning system. With this construction of fire-box the air is also heated in passing through the hot bricks, and the temperature of the gas is not cooled down. The necessary amount of air for complete combustion can be regulated by opening or closing the ashpit doors.

Assuming the relative heat value of coal and oil, and knowing the cost of coal and oil delivered at the plant, the saving to be effected by the use of oil can easily be calculated. The saving found at the plant of the Houston Lighting & Power Co. was about 63 per cent.—Steam Engineering.

### PUSHING MINING WORK.

Plans of the Seminole Company's Undertaking Near Washington, Ga.

Mr. Carl Henrich, 25 Broad street, New York, general manager of the Seminole Mining Co., writes the Manufacturers' Record as follows:

"The Seminole Mining Co. is now pushing the work at its mine, located twelve miles east of Washington, Ga. The pumping plant at the mine has been overhauled and put into first-class condition. The concentration mill is now being put into shape for receiving additional jigging and crushing machinery for doubling its capacity, which has been heretofore thirty-five tons of ore, and will hereafter be seventy tons of ore a day. Reverberatory furnaces for roasting and smelting first-class ore of the mine and concentrates from the mill are to be erected. The grading for the smelter site below the concentration mill has been completed.

"Contracts for 200,000 red brick and for 35,000 fire-brick have been let, and work on burning the red brick is now under way. A contract for the iron and steel work and a large stack for the roasting and smelting furnaces has been made with the Mecklenburg Iron Works of Char-

lotte, N. C. This material will be finished and shipped before June 10.

"The prospecting work on two large veins known to exist on the property, but hitherto undeveloped, has been started, and promises good results. Arrangements are now being made for adding to the mining plant an air compressor of a capacity sufficient to supply four to six machine drills. These drills are to be used in expediting the work of sinking shafts and otherwise opening and developing the mine at greater depth. These improvements will be completed within six or eight weeks, as near as can be foreseen at present, and the mill and smelter will be running and producing copper matte and lead bullion containing gold and silver not later than August 1.

"Sufficient concentrates and high-grade ore are now on hand at the mine to keep the smelter when erected running for four weeks. Enough concentrating ore is stored on the surface to keep the concentrating mill supplied for at least an equal length of time. The ore resources of the mine, as shown and blocked out in the underground workings, are far ahead of the capacity of the enlarged concentration mill and smelting works.

"It is the settled policy of the company to work this mine on strictly conservative lines and to keep the ore resources of the developed parts of the numerous veins always well in advance of the working capacity of the mill and smelting works. This will insure a continuous and steadily increasing flow of profits and dividends, while gradually increasing the capacity of the works as the development of the mine warrants it, thus steadily increasing the profits and the value of the property."

#### IMPRESSIVE UNITED STATES.

##### A View Based Upon the British Consul-General's Report.

[London Financial Times.]

There is something very grandiose and impressive about the picture of the United States as drawn by the British consul-general in New York in his annual report, which has just been issued by the Foreign Office. Prosperous and extending industries, increasing consumption both of articles of luxury, so called, and of the great staples of industrial life, generally improved conditions of labor, railways taxed to the utmost to deal with the freight offering, and an all-pervading business energy and activity culminating in the huge financial transactions which will make the past year memorable even in the annals of the United States. Such, in broad lines, is the picture of the great republic in 1901 as sketched by Sir P. Sanderson. Some slight shadows there are, as needs must be, in the brilliant record. The output of the chief cereals, amounting to about 2,791,000,000 bushels, large though it is, falls yet by more than 700,000,000 bushels short of the totals of the two previous years. But the partial failure of the maize and oat crops, which is accountable for this decline, is but an ordinary vicissitude of a great agricultural country, and the wheat crop, amounting to 676,000,000 bushels, was, at any rate, exceptionally heavy, while the farmers were compensated to a great extent for short crops of other grain by the higher prices realized all round. In business generally a slight tendency towards inflation and overtrading was noticeable here and there, but it is strong proof of the prevailing soundness of conditions that the Stock Exchange panic of last May, which led to the worst collapse in prices recorded since the disastrous period of 1873, produced no failures, but was followed by a rapid recovery in confidence. Some idea of the enormous business transacted on the New York Stock

Exchange may be gathered from the statement that the number of shares sold in 1901 was 265,944,000, of an approximate value of £4,086,200,000, the latter figure being more than double that of the previous year, while the price of a seat in the Exchange rose from £9000 to over £16,000. Other, and perhaps more reliable, evidence of the extraordinary activity of business is to be found in the returns of the bank clearings. The total for the New York banks is stated at £16,000,000, an increase of 50 per cent. as against the previous year, and the total for the whole of the United States at £23,700,000 sterling, an increase of 37½ per cent. These gigantic increases were no doubt in a measure due to the big financial transactions, such as the formation of the United States Steel Trust, the purchase of the Burlington & Quincy and the Southern Pacific roads, etc., which marked the period; but the improvement was not confined to the financial "hubs" of the country, but was spread over each group of States and was maintained throughout all the quarters of the year.

In almost every direction, in fact, we find evidence of rapid progress. The pig-iron production amounted to 15,878,000 gross tons, an increase of 2,000,000 tons over the highest previous total, and nothing could more strongly suggest flourishing business than the fact that practically the whole of this output was consumed in the country, the exports being only 700,000 tons, as against 1,154,000 tons in 1900, while the stocks in hand fell from 446,000 to 73,000 tons. The increase in coal production was quite as remarkable, though we will not weary our readers with statistics on the subject. Turning to the railways, we find an advance of 10.6 per cent. in gross receipts and of as much as 15.3 per cent. in net. It must be remembered, too, that advances in earnings have been maintained now for several years past, and it is estimated that since the close of 1896 the increase in the annual gross receipts has been as much as £100,000,000. As regards the current year's earnings, it is interesting to learn from our consul that "although it is hardly to be expected that this rate of progress in gross receipts will be maintained during 1902, there is an opinion that net earnings may still be increased by means of further concentrations and the more complete recognition of a community of interests, while economies are looked for in the expenditure for maintenance, which has been very large of late." Further consolidations may also, we are told, be expected, though scarcely on the scale of last year. Of even more importance than the position of these large industries is the general condition of labor throughout the country. The wages of labor have steadily advanced for some years past, so that the average earnings of union men were 16 per cent. higher last year than in 1897. At present bricklayers and masons are paid about 17s. a day in America, engineers 14s. 6d., and other trades in proportion. But if wages have advanced, so has the cost of living, and to at least the same extent, so that the workman is no better off practically than he was five years ago. That there is considerable unrest in the American world of labor is proved by the numerous strikes of recent times, and even now a great stoppage of work is threatened in the coal districts of Pennsylvania. But the past year was not fruitless in labor victories. A big strike of machinists, organized in the spring of 1901, died out of sheer inanition, and the audacious attempt to make the employment of union labor compulsory was broken by the solid opposition of the great Steel Trust. Even in this direction, however,

some progress is reported, and as a consequence of friendly conferences between capital and labor a standing committee, consisting of representatives of both interests, and also of the general public, has been formed, with the object of promoting industrial peace.

It were to be wished that the trade of the United Kingdom with the United States showed a development at all commensurate with the expansion of that great and growing community, but such, unfortunately, is not the case. So far as our imports are concerned, indeed, there is little cause for complaint, since we are constant and increasing buyers of American products, but it is otherwise with our exports. We are, of course, tremendously handicapped by the drastic tariff, but the fault does not lie altogether with the tariff. In a recent report from Chicago Mr. Consul Wyndham tells us some very unpalatable truths on this subject. American buyers, we are informed, representing large wholesale and retail houses, who visit Europe yearly with dollars in hand, will buy nothing here that they can get elsewhere, because they do not receive sufficient consideration from British manufacturers. That is a pity, because consideration is cheap, and there is no duty on it. Milliners, again, now eschew British goods and get their frocks and frills from Paris (wherein, perhaps, they are not to be blamed), while British travelers who visit Chicago have the greatest difficulty in booking orders—and so on. It looks, indeed, as if a little less insularity on our part would lead to a little more business. But that, of course, is an old story. In a few classes of goods, such as templates and some kinds of textiles, our exports with the United States have, it is true, shown a tendency to improve of late, but it would be rather sanguine to anticipate that the improvement will be of long continuance. There is one department of American business, indeed, wherein we have up till now cut a predominant figure, and that is the carrying trade. The present report shows that out of 8,933,000 tons of shipping entering the port of New York last year, no less than 4,429,000 tons were British, the total exceeding by 1,700,000 tons the combined tonnage of the American and German vessels. We may well be proud of such a record, but the question is how long Mr. J. P. Morgan will allow us to retain it.

#### The Iron and Metal Trades.

In its weekly review of the iron and metal trades the Iron Age says:

"The requirements of the steel trade are at present commanding the most attention. It is reported that the United States Steel Corporation is negotiating with the valley furnaces for 100,000 tons of Bessemer pig-iron for delivery next year, probably running into the second quarter. This follows heavy purchases of Bessemer pig-iron by other consuming interests. If this negotiation is consummated the valley furnaces will have their surplus product completely disposed of until next April at the earliest. It is further reported on good authority that the United States Steel Corporation has purchased 50,000 tons of Southern basic pig-iron. The price obtained is stated to be equal to \$19.15, Pittsburgh. Heavy quantities of foreign ferro-manganese have been purchased, mainly for delivery in and about Pittsburgh, aggregating 20,000 tons. Eastern steel works have purchased about 6000 tons of low-phosphorus pig-iron in England at a price of about \$22.50 laid down here. These occurrences emphasize the activity prevailing among steel manufacturers.

"The continued strike of the anthracite coal-miners is causing increasing trouble

to Eastern consumers of pig-iron. Several furnaces in Eastern Pennsylvania have been obliged to bank for lack of fuel, and others are doing very poorly because of an inadequate fuel supply, turning out a small product, and not of desired grade. This is creating trouble among foundries particularly, and interferes seriously with the booking of new business.

"The belief is now entertained that the blast-furnace workers in Ohio and Western Pennsylvania will not strike June 1, as had been feared. It is confidently hoped that the difficulty has been overcome.

"A large tonnage of foreign steel billets is being offered here through importing houses, so that the supply from this source would seem to be fairly adequate for early needs. Some sales of foreign billets have been made during the week, but not in any large quantities, as far as can be ascertained. Negotiations are under way, however, for some good round lots. Foreign beams and other structural shapes are selling in fair quantities.

"The interesting statement is made from the West that for the first time in the history of the trade the implement manufacturers of any moment have, prior to June 1, placed their contracts for their yearly requirements, running from July to July.

"General conditions throughout the iron trade continue of a character to satisfy the most sanguine believer in a continuance of existing prosperity. Scarcity exists in so many lines and the consumers of all classes of products are so eagerly waiting for deliveries from furnaces and mills that it will require a considerable period to catch up even with all works running to their utmost capacity."

The Carolina Rice Cook Book. Compiled by Mrs. Samuel G. Stoney. Published by the Carolina Rice Kitchen Association, Charleston, S. C. Price twenty-five cents.

The great interest in rice as a food, intensified, as it has been, by the increasing prices of other foodstuffs, especially meats, is sufficient warrant for the publication of this handy little volume. And no better place of publication for it could be had than Charleston, the birthplace of rice in America. There rice has long been appreciated at its true value, for it has been prepared as it should be. The majority of these recipes presented by Mrs. Stoney have been in constant use for more than a century, passing from generation to generation, by word of mouth, almost as household secrets, and appear now for the first time in print. They should be welcomed by housewives generally.

Plans for the Arkansas Valley & Western Railroad, it is understood, propose to build a line from a point near Sapulpa, I. T., to Perry, Okla., and possibly west thereof. Enid has been mentioned as one of the western destinations. The report that the St. Louis & San Francisco Railroad is interested in the project is erroneous.

Mr. Russell Harding, third vice-president and general manager of the Missouri Pacific Railway Co., writes the Manufacturers' Record that at this time the company does not contemplate the building of a line from Memphis south, although it does expect to build south from Arkansas City, Ark.

The steamer August Belmont, built at Newcastle, England, for the Louisville & Nashville Railroad, has been launched, and is being completed. She will have a carrying capacity of 6500 tons, and is to ply between Pensacola, Fla., and Tampico, Mexico, in the coal trade.



## RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

## "ORIENT" AT KANSAS CITY.

## A. E. Stilwell Incorporates an Outer Belt Line With Extensive Terminal Plans.

The Kansas City, Mexico & Orient Railroad Co. has incorporated a company for its terminal in Kansas City, which will cost about \$2,000,000, and will be known as the Outer Belt Line. One of its proposed routes will cross the Kaw river two miles above Kansas City and enter the city limits of Kansas City, Kan., near Eighteenth street and Minnesota avenue; thence it will run northeast to Ninth street and Walker avenue, whence it will turn east, reaching the Hannibal Bridge and securing one of three proposed entrances to the union depot in Kansas City, Mo. Another plan calls for a bridge over the Kaw river near its mouth, with a line running directly north of the Wabash Railroad yards to enter the union station. The general plan involves a four-track terminal, two tracks being reserved for steam railroads and two for electric railroads. The Orient freight yards are to be in Clay county, west of Harlem. More than half the right of way in Kansas City, Kan., had been purchased before the plan was disclosed, and within two months the active work of building is to begin. A passenger station will also be built in Kansas City, Kan.

The Outer Belt will connect with the Armourdale termini of the Suburban Belt and the Kansas City Belt, thus securing direct connection with all roads reached by those lines. The bridge to be built over the Missouri river will have five spans, and will cross the stream in the vicinity of the Maple Leaf elevator. A strong feature of the project is that the making of these connections by the new belt line includes very few important railroad and street crossings, and avoids every congested section of the Kansas City yards, yet access is had to all.

Mr. A. E. Stilwell, president of the "Orient," is quoted as saying: "The plan involves connecting the east and west roads without going through the crowded railroad center of Kansas City, which will do more to facilitate the handling of freight between them than any plan yet devised."

"It has been only two years since the Kansas City, Mexico & Orient Railway was organized," continued Mr. Stilwell, "and only about sixteen months since the first engineering corps was sent out, and today rails are being laid in two places, and rail shipments to Port Stilwell have now started. It is expected that within six weeks rail laying will be started at that point. Nearly 400 miles of the grade has been completed. Sixty per cent. of all of the 1500 miles of right of way has been secured."

The plans have been filed at Austin, Texas, for the Orient's line in that State, and H. C. Hord, general attorney for the road, reports about eighty miles of grading completed, half being north and half south of the town of Sweetwater. Advice from Chihuahua, Mexico, report that a contract has been awarded for twenty kilometers of the Orient's line west of Minaca, in addition to fifty kilometers east of Chihuahua. In Kansas it is expected to have forty miles in running order to South Anthony in thirty days. In Mexico the track from Chihuahua to Aldama is to be completed by July 1.

The equipment contract recently awarded by the Kansas City, Mexico & Orient to the American Car & Foundry Co. includes 3000 freight cars of various

classes. It is further stated that the railroad has reserved space with the American Locomotive Co. for seventy locomotives, also of different classes.

The directors of the Kansas City, Outer Belt & Electric Railroad Co., which is the name of the terminal corporation, are A. E. Stilwell and E. E. Holmes of Kansas City, Mo.; David W. Mulvane of Topeka, Benjamin Schnierle and Burnett N. Simpson of Kansas City, Kan. Mr. Holmes is an officer of the construction company and a member of the real estate and brokerage firm of E. E. & E. A. Holmes. Mr. Schnierle is cashier of the Wyandotte State Bank. Mr. Simpson is an attorney for the Guardian Trust Co. Mr. Mulvane is republican national committeeman of Kansas.

## RAILROAD IN NORTH ALABAMA.

## It Will Develop Iron-Ore Mines and Coal Fields.

The incorporation of the Alabama, Tennessee & Missouri Railway Co. at Montgomery, Ala., is, according to advices from that city, accompanied by the announcement made by W. J. Boykin of Gadsden that capitalists whom he represents propose to make improvements and investments in the northern section of the State that will amount to several millions of dollars. The southern terminus of the line is to be at or near Gadsden, and it is to run northwest, crossing the Tennessee river near Florence or Sheffield. The line will touch the Louisville & Nashville at Gadsden.

This new railroad will penetrate the "Greasy Cove" iron-ore fields, which, it is also announced, have been purchased by the Alabama Steel & Iron Co., recently organized by E. R. Chapman and others, who are also among the incorporators of the railroad company. The Elliott-Chapman Coal & Coke Co. has also been formed, and has purchased coal fields lying west of the iron-ore mines. J. M. Elliott, Jr., is president, and E. R. Chapman is heavily interested in the Southern Car & Foundry Co., and it was also announced by Mr. Boykin that the plant of the Illinois Car & Equipment Co. at Aniston has been bought by the same gentlemen.

The iron-ore mines are in Etowah and St. Clair counties, between ten and fifteen miles west of Gadsden, while the coal fields are mainly in Blount county, but extend into St. Clair county. The ore, which is of the soft red variety, is described as being especially rich, producing from 53 to 70 per cent. of iron. This will afford the manufacturing companies interested an ample supply of iron for their needs. The Coal & Coke Company, it is further stated, has bought the old coke furnace of the Gadsden Furnace Co., and it will be improved and put into operation. The coal fields will furnish a supply of first-class coke-producing coal.

Among the gentlemen associated in the enterprise besides those already mentioned are Messrs. Wm. C. Van Antwerp, C. A. Bramley and S. W. Cushman of New York, and Obal Christopher and Lawrence H. Lee of Gadsden.

Mr. Elliott writes the Manufacturers' Record that the Elliott-Chapman Coal & Coke Co. purchased large tracts of land in Blount county, and will develop them when the railroad is built, which will be done as soon as engineers can make the necessary survey. He confirms the statement that the Iron & Steel Company owns the Greasy Cove ore mines, and adds:

"These coal lands are considered the best in the Birmingham district, and the company owns and controls practically all the coal fields in what is known as Blount Mountain."

## NEW ORLEANS TO DENVER.

## The Northern Oklahoma Railroad Part of a 1000-Mile Line.

Mr. H. I. Wasson, vice-president and general attorney of the Northern Oklahoma Railroad Co., writes to the Manufacturers' Record from Pond Creek, Okla., regarding the line as follows:

"A powerful organization of capitalists for some time back has projected the construction of a great railroad line from New Orleans, La., to Denver, Col. This line has been projected from the Gulf market through the lumber regions of Louisiana and East Texas, the coal fields and oil and mineral belt of the Choctaw Nation, and through 300 miles of the richest and most productive wheat belt in the world in central Oklahoma and Kansas, up to the valley of the Smoky Hill river, and then straight west into the mountain market of Colorado at Denver."

"On this line of railroad, about 1000 miles long, lies the greatest undeveloped mineral, lumber and agricultural resources in America. It forms a trunk line from the Rocky mountains and their great steel mills at Pueblo and Denver to the markets of the world at the mouth of the Mississippi river. This line, when constructed, will cross the Kansas City, Mexico & Orient Railroad (now being built from Kansas City to the Pacific at Port Stilwell, Mexico) at Anthony, Kan. There at the great junction it will, in traffic connection, contend for all transcontinental traffic that originates at Kansas City, Denver, Mexico, Oklahoma, East Texas and Louisiana. It will contend for the rapidly-growing tourist business from the South to the Rocky mountains in summer, and from the mountains to the Southern sea in the winter."

"The Northern Oklahoma Railroad Co. is organized to build this road through the wheat belt of central Oklahoma and Kansas. Its portion of the scheme is from Oklahoma City on the south to the valley of the Smoky Hill river in Rush county, Kansas, on the north. The company is formed of live and enterprising men, who live all along this line. It has its committees at work now in every township on the route. It will begin its permanent survey, locating the line north and south from Anthony, Kan., the first of June."

"The Northern Oklahoma is in excellent condition, having secured its right of way through five counties already. It has ample funds to further its business, and its track is through nine counties, any one of which produced last year more than 2,000,000 bushels of wheat. These counties are well settled by progressive farmers rich in flocks and herds of blooded stock, orchards and the world's most fertile fields."

## WASHINGTON TO NEW ORLEANS

## New Route Disclosed by the Seaboard's Move in Alabama.

The incorporation of the Birmingham & Atlanta Air Line Railway at Montgomery, Ala., discloses important plans in relation to the Seaboard's purchase of the East & West Railroad, and its availability for part of the projected through route between Atlanta and Birmingham. The incorporation papers state that the Birmingham & Atlanta Air Line will be built in the interest of the Seaboard, and that the western terminal of the proposed railroad is to be at Aberdeen, Miss., on the Illinois Central. This connection shows the utility of the Birmingham & Atlanta Air Line for establishing a new through route between Washington and New Orleans via Atlanta, Birmingham and Aberdeen.

Incorporation papers state that east of Aberdeen the road will run through La-

mar, Fayette, Walker and Jefferson counties, in Alabama, to Birmingham, whence it will continue eastwardly to the Georgia State line, connecting with a road to Atlanta. As heretofore described, the East & West Railroad, which was recently purchased by interests friendly to the Seaboard, will furnish the major part of the route between Birmingham and Atlanta. The incorporators of the company are Walker Percy, H. L. Badham, W. S. Loveless, H. H. Mayberry, W. H. Kettig, Thomas Worthington and W. W. Crawford, all of Birmingham.

The Birmingham city council has granted the necessary franchise for the Seaboard to enter that city, and it is expected that the Seaboard may have trains running there within a year.

Advices from Jackson, Miss., say it is persistently rumored there that the Seaboard is endeavoring to secure control of the Vicksburg & Birmingham Railroad, for which a survey was recently completed, and will build to Vicksburg via Aberdeen and Canton or Columbus and Canton. In addition to connecting with the Illinois Central at either Aberdeen or Columbus, the proposed line would at the former place meet the Memphis & Birmingham, and at the latter the Georgia Pacific. The Seaboard would have its own line to the Mississippi river.

The survey for the Vicksburg & Birmingham Railroad, made by S. R. Ballard, its chief engineer, is 206 miles long from Vicksburg via Canton, Carthage and Shuqualak in Mississippi, and Tuscaloosa and Bessemer in Alabama, to Birmingham. It is estimated that it will cost \$14,000 per mile, and that it can be completed in two years.

## CACHE VALLEY RAILWAY.

## A Projected Line Through a Fertile Country.

Mr. H. A. Culver, president and general manager of the Cache Valley Railway Co., writes from Sedgwick, Ark., to the Manufacturers' Record as follows:

"The proposed Cache Valley railroad has been chartered from Newport, Ark., to the Missouri State line, a distance of eighty miles, running in a northeasterly direction along the west bank of the Cache river to Sedgwick, crossing the river at this place, then bordering the slope of Crowley's Ridge through the valley of the Cache river to the present terminal point."

"This line will develop a country not accessible to any other railroad, for the reason that to reach the Cotton Belt Railroad on the east Crowley's Ridge must be crossed, which ridge is quite broken, and offers wagon roads of heavy grades for a distance of ten to fifteen miles. The western slope of Crowley's Ridge is very rich in agricultural lands, and also timber. On the west of the line runs the Cache river, a stream made up of a series of lakes and bayous. The valley of this river is from ten to fifteen miles in extent, and is very difficult to make wagon roads through. It is a very heavily timbered country for its entire length, the woods consisting of oak, ash, hickory, gum and satin walnut, together with a quantity of poplar and pine in the higher lands bordering the streams. After the timber is removed the lands are exceedingly fertile, and will produce a bale of cotton to the acre. On the west slope of Crowley's Ridge the country is now well improved with farms, surrounded by fine orchards, and the lands produce fine wheat, corn and hay."

"It has been estimated by practical men that there are at least 100 carloads of freight in forest products alone on each square mile of tributary territory, and that there are at least 1000 square miles

of tributary territory to this line, giving us a crop already grown to be moved off. There can be secured a water grade by this route through to the Northern and Eastern markets, developing as rich a locality as there is in the South."

## TWO NEW KENTUCKY ROADS.

**Lines to Develop Coal and Timber Lands in Lee and Whitley Counties.**

The Kentucky Northern Railroad Co. has been incorporated at Frankfort, Ky., by T. D. Buhle, Cameron Currie, W. U. Moore and J. W. Simecock of Detroit, Mich.; Hugh Riddell of Irvine and Robert Wallace of Versailles, Ky. The line will be about fifteen miles long from the Louisville & Atlantic Railroad at or near where it crosses Miller's creek, on the Kentucky river, to a point on the Lexington & Eastern Railway, the direction being northerly through Estell and Lee counties. It will develop the property of the Kentucky Land & Immigration Co., consisting of 6300 acres of land in Lee county, on which there is valuable coal and timber. Michigan capitalists control the tract.

Another corporation in which Northern and Northwestern capital is also interested is the Kentucky & Tennessee Railroad Co., which is to build a line eighteen miles long from Stearns, in Whitley county, at a junction with the Cincinnati, New Orleans & Texas Pacific Railway, westerly to the Big South Fork of the Cumberland river at or near the mouth of Roaring creek, thence to the mouth of Rock creek, and, still following the river, southerly to the Tennessee State line.

The incorporators are Justus S. Stearns, Robert L. Stearns, Wm. T. Culver, J. I. Burns and B. F. Wade of Lexington, Mich.; Edw. E. Barthell of Nashville, Tenn., and John Palmer of Lac du Flambeau, Wis. They own large and valuable coal lands in Whitley county, and the road is to develop them.

## BOUGHT BY THE SOUTHERN.

**Atlantic, Valdosta & Western Railway Makes a Valuable Connection.**

The Atlantic, Valdosta & Western Railway, which extends northwest from Jacksonville, Fla., to Valdosta, Ga., a distance of 110 miles, has been purchased by the Southern Railway. Including the Craig Junction branch, twenty-five miles long, and several spur lines, the company has a total of 155 miles of track. The value of the line to the Southern is that it gives the Georgia Southern & Florida, also owned by the Southern, a line from Valdosta to Jacksonville. The Atlantic, Valdosta & Western now forms part of a through route from St. Louis and Chicago via Nashville, Chattanooga, Atlanta, Macon and Valdosta to Jacksonville. The various roads composing the route are the Illinois Central, the Nashville, Chattanooga & St. Louis, the Western & Atlantic, the Central of Georgia, the Georgia Southern & Florida, and the Atlantic, Valdosta & Western. This deal will therefore give the Southern its own line from Atlanta to Jacksonville, and it will also make a complete combination of Morgan roads from Cincinnati to Jacksonville and Palatka, Fla. President Samuel Spencer of the Southern Railway has, according to Savannah advices, confirmed the deal.

A dispatch from Middlesboro, Ky., reported that the Southern Railway had bought the Middlesboro Belt road from the Louisville & Nashville, but that was denied at the office of the latter company, where it was stated that the Southern had been given joint use of part of the line.

## CHOCTAW MAY ENTER ST. LOUIS

**A New Line Projected to Make Connection at Newport, Ark.**

It is reported from Little Rock, Ark., that the St. Louis & Gulf Railroad, which was chartered in Missouri last month to build from Cape Girardeau to the Kansas line, will be extended southward to connect with the Choctaw, Oklahoma & Gulf to make a route for the Choctaw to reach St. Louis, and it is believed that the junction will be at Newport. Louis Houck, now president of the St. Louis & Gulf, is quoted as saying that the connection will be made, and that another line is being constructed via Jackson and Perryville, Mo., to Chester, Ill., and Kaskaskia Island. This will, it is further stated, take the road within forty-five miles of St. Louis, where a branch may be built south by the Wiggins Ferry Co., recently reported secured by the Rock Island, which now controls the Choctaw.

The St. Louis & Gulf, which is made up of Houck's St. Louis & Arkansas Railroad and allied lines, extends from Cape Girardeau, Mo., southwest forty-two miles to Morehouse via Commerce and Morley, going through Cape Girardeau, Scott and New Madrid counties. From Morehouse it is being extended to the Arkansas line, crossing the southeastern corner of Stoddard county. The new company owns, in addition to 141 miles of lines noted, the St. Louis, Morehouse & Southern, built or nearly completed from Pascola, Mo., to Morehouse, forty-five miles, also the so-called Leechville extension in Arkansas.

## IMPROVEMENTS AT ST. LOUIS.

**Expenditures of \$10,000,000 to Be Made on Terminals.**

The Terminal Railroad Association of St. Louis has, according to the St. Louis Republic, ratified plans for the expenditure of more than \$10,000,000 in terminal improvements. Of this amount, \$4,000,000 are to be expended for enlarging the facilities of the Union Station, while the remainder is for extending the yard facilities. It is further stated that the operating capacity of the station is to be increased sixfold. More than \$2,000,000 of property has been purchased for yards near the station and west of Mill Creek valley. It is authoritatively stated that the St. Louis & San Francisco, as well as the Chicago, Rock Island & Pacific Railway, will become a member of the Terminal Association. General Manager McChesney says that it is the purpose of the Terminal Company to build yards which will suffice for the railroad business of St. Louis for the next twenty years.

M. E. Ingalls, president of the Big Four, and M. H. Smith, president of the Louisville & Nashville, are reported as stating that an outside company will probably be formed to control the terminals of the Wiggins Ferry Co., which have recently been in dispute owing to their purchase by the Rock Island, and that the latter will be able to get in if it desires.

## MOBILE TO MEMPHIS.

**St. Louis & San Francisco Reported Interested in a Projected Extension.**

A contract has been awarded by the Mobile, Jackson & Kansas City Railroad Co. for the construction of about 100 miles more of line. The road now extends from Mobile ninety-seven miles northwest to Hattiesburg, Miss., and it is to be extended northward via Laurel and Newton in order to reach the Chicago & Gulf Railroad, which it recently purchased and which is sixty-two miles long from Middleton, Tenn., south to

Pontotoc, Miss. Surveys have already been made for the extension, and the contractors for the first 100 miles are C. D. Smith & Co. of Birmingham, who have built the extension from Merrill to Hattiesburg.

It is about 200 miles from Hattiesburg to Pontotoc, and the road to make the connection will be really an air line through the eastern counties of the State. It is reported that the St. Louis & San Francisco system is interested in the Mobile, Jackson & Kansas City, and color is lent to this report by the fact that the Chicago & Gulf connects with the Frisco at New Albany, Miss.

The Mobile, Jackson & Kansas City has also, it is understood, bought the franchise of the New Orleans & Mississippi Midland.

## Bought for the Goulds.

Interests friendly to the Wabash Railroad and other lines in the Gould system, which recently purchased the Western Maryland Railroad, have bought the Ann Arbor Railroad, 292 miles long, from Toledo, Ohio, northwest to Frankfort, Mich., on Lake Michigan. The line runs through Ann Arbor, Cadillac and other thriving places. From Frankfort several steamer lines are operated in connection with the railroad. The syndicate which made the purchase includes some of the same interests that compose the Fuller Syndicate, which bought the Western Maryland.

It is further reported that the Charleston, Clendennin & Sutton Railroad of West Virginia has been purchased for the Goulds, and that the link between Big Otter and Sutton will soon be completed.

The Detroit & Mackinac Railway is also said to have been bought by Gould interests. This company operates a line from Bay City, Mich., to Tower, a distance of 176 miles, but it has branches which give it a total length of 318 miles. There is also an extension projected from Tower to Mackinac.

## Western Arkansas Midland.

Mr. N. F. Wright, one of the incorporators of the line, writes from Slatington, Ark., to the Manufacturers' Record as follows:

"The Western Arkansas Midland Railway Co. owns a charter for a line extending from Hot Springs to Oquir, a distance of thirty-seven miles. It is the object of the company to extend the survey and build on west through Slatington, where the quarries of the Southwestern Slate Manufacturing Co. are located upon immense deposits of red, green and black slate, and on through to Mena, a distance of twenty-seven miles further.

"This line will run through a fertile valley, and will open up this slate district, and also a new timber (short-leaf pine) territory. The extreme length of the road as now contemplated will be eighty miles, from Hot Springs to Mena. R. M. Quigley of St. Louis is president."

## New Line to Oklahoma.

A railroad is projected by capitalists in the Indian Territory from a point on the Kansas City Southern Railroad near Noel, Mo., to run west by way of Cayuga, crossing the St. Louis & San Francisco Railroad at Grove, and the Grand river at Carey's Ferry; thence running south of the Horse Creek Hills to Vinita. From Vinita the line is to go west via Hayden, crossing the Iron Mountain road at Nowata, whence it will run through the rich Verdigris bottom lands to Bartlesville, and there cross the new Oklahoma branch of the Missouri, Kansas & Texas system, besides a branch of the Atchison, Topeka & Santa Fe. From that point the

road is to extend west into Oklahoma not far from the Kansas State line. This projected railroad will reach the richest agricultural country in the Indian Territory, and the projectors predict a heavy traffic for it.

## A New "Monon" Story.

In connection with the purchase of the Monon Route for the Chicago, Indianapolis & Louisville Railroad by the Southern and the Louisville & Nashville, it is reported that the combined interests are also seeking to obtain control of the Chicago & Eastern Illinois Railroad, which runs from Chicago to Evansville. According to this report, it is the purpose of the Southern to use the Monon between Louisville and Chicago, but that the Louisville & Nashville desires to use the Chicago & Eastern Illinois for part of a through route between Chicago and New Orleans, the necessary connection being made at Evansville. This report of the alleged purpose of the purchase of the Monon is credited by the Louisville Courier-Journal to a railroad official in that city, who claims that in a few months his assertions will be verified.

## New Orleans Wants Railroads.

A meeting of committees representing the various trade bodies at New Orleans was held a few days ago at the office of the Progressive Union, and it was decided to appoint a special committee to call upon the general managers of a number of railroads and offer inducements to the companies to extend their lines to New Orleans. The railroads under discussion were the International & Great Northern, already within 278 miles of the city; the Chicago & Rock Island, 396 miles distant; the Kansas City Southern, only 218 miles away; the Missouri, Kansas & Texas, 340 miles off; the Central Railway of Georgia, within 275 miles; the Atlantic Coast Line, not quite 300 miles distant; the Southern Railway, only 140 miles off, and the Atchison, Topeka & Santa Fe, which comes within 270 miles of New Orleans.

## Louisiana Western Extension.

Mr. T. Fay, general superintendent of the road, writes the Manufacturers' Record as follows:

"The Louisiana Western Railroad is considering the question of the construction of a branch line from the vicinity of Lake Charles to some point on Lake Arthur. The nature of the country through which the proposed line will run is mostly prairie, and is adapted to the cultivation principally of rice. There is practically no woodland along the line, except where one or two streams are crossed, along which there is a narrow belt of timber."

## B. & O. Equipment.

The Baltimore & Ohio Railroad Co. is receiving bids for engines and cars as follows: Seventy-five heavy consolidation freight locomotives, fifteen high-class passenger locomotives, ten switching locomotives, twenty-five passenger coaches, eleven mail, express and baggage cars. This equipment is for delivery in the first quarter of 1903, and is in addition to the large orders for locomotives and cars to be delivered this summer. The railroad has also ordered from the Pullman Company three dining cars and two combined parlor and cafe cars.

## Paducah Railway Plans.

The Paducah City Railway Co. has been incorporated to take over the properties and franchises of the Paducah Railway & Light Co. of Paducah, Ky. The gentlemen interested in the reorganization include W. L. Hayes of Cleveland,



Ohio; A. L. Rich and Charles Maltby of Cincinnati and Clarence Dallam of Louisville. The company is preparing to refund its 6 per cent. bonds, and improvements are contemplated.

### To Spend \$1,000,000 at Memphis.

The Illinois Central Railroad Co. has made plans for the erection of shops for building and repairing cars and locomotives at Memphis, Tenn., and Major M. Gilleas, assistant superintendent of the company, is quoted as stating that the entire improvements proposed will cost about \$1,000,000. The number of hands employed at the shops will be from 500 to 600. Tracks are to be elevated and facilities extended.

### Railroad Notes.

The Texas & Louisiana Railway Co., it is announced, proposes to build a 22-mile extension from Lufkin, Texas, to Natchitoches, La.

Dispatches from St. Joseph, Mo., report that an electric railway is to be built between Kansas City and St. Joseph by way of Platte City and through Hyde valley.

Dispatches from Kershaw, S. C., report that preliminary steps are being taken by the Seaboard Air Line to build a branch from Bethune via the Haile gold mine to Kershaw.

Information obtained from official sources discloses that there is nothing in the report to the effect that the St. Louis & San Francisco Railroad is building an extension to New Orleans.

Vice-President H. A. Parker of the Chicago, Rock Island & Pacific Railway says he is not aware of any intention of the company to build an extension from the Choctaw to New Orleans.

The Supreme Court of the District of Columbia has decided that the Pocket List of Railroad Officials issued by the Railway Equipment & Publication Co. is available at the second class postal rate.

Mr. E. P. Ripley, president of the Atchison, Topeka & Santa Fe Railway, writes the Manufacturers' Record there is no truth in the report that the Atchison has purchased the Denison & Northern's right of way.

Mr. F. A. Molitor, chief engineer of the Choctaw, Oklahoma & Gulf Railroad, informs the Manufacturers' Record that the Choctaw is not building west of Amarillo nor between Milburn and Denison to Dallas, as was reported in Texas dispatches.

The Blue Creek & Belva Railroad Co. of Charleston, W. Va., has been incorporated by Geo. R. Woodward of Pennfield, Pa., and others to build a line from the mouth of Blue creek, in Kanawha county, West Virginia, to Belva, in Nicholas county.

Jacob N. Barr, formerly general superintendent of motive power of the Baltimore & Ohio Railroad, and recently mechanical superintendent of the Erie Railroad, has been appointed general superintendent of the Chicago, Milwaukee & St. Paul Railway.

Advices from Karnes City, Texas, state that the surveying corps for the San Antonio & Crowther Railroad is in the field making the preliminary surveys. Mr. Sam Crowther says that it is proposed to have the rails laid and trains running by early in the fall.

Mr. B. L. Winchell, vice-president and general manager of the St. Louis & San Francisco Railroad, writes to the Manufacturers' Record saying that the Frisco system has not, as reported, contracted for the construction of the Arkansas Valley & Western Railroad, nor is it putting any money into the line.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

### Textile School for Texas.

In a letter to the Manufacturers' Record Mr. L. C. Todd of Waxahachie, Texas, writes: "At the recent meeting of the State Cotton Manufacturers' Association a committee of three, consisting of D. C. Giddings, Jr., of Brenham, H. W. Fairbanks of Dallas and myself, were appointed to present the matter of technical training for white boys to the next session of our legislature and to ask for an appropriation and the passage of a bill authorizing the establishing of a first-class technical school in Texas. I am very much interested in ascertaining the amount we shall ask the legislature to appropriate for the establishing of a school, and also for its maintenance, and whether it is best to have the textile school separate from the agricultural and mechanical college. I have an idea that better results can be had if the textile school is separate from the other institutions, and that we should equip it so as to be able to teach all kinds of mechanics, and, especially, to give a thorough course in electricity.

### A \$100,000 Improvement.

Several months ago it was announced that Jackson (Tenn.) Fiber Co. had decided to install about 6000 spindles and other machinery at a cost of \$100,000. All arrangements have now been made for the improvements, to be completed within the next two months. The new equipment will include 6048 spindles, 192 looms, two lappers, eight cards, six deliveries drawing, one slubber and two intermediate and four fine frames. Contracts have been placed for the machinery. Lowell (Mass.) Machine Shops will furnish the frames; Kitson Machine Co. of Pawtucket, R. I., and Lowell (Mass.) Machine Shops, the necessary preparatory machinery, and the Draper Company of Hopedale, Mass., the looms, to be of various widths. This new machinery will fill the present building, which now has 22,000 spindles in it. All the work of betterment will be done under the supervision of J. B. Young, the mill superintendent.

### The Ware Shoals Mill.

Reference was made last week to the statement of Ware Shoals Manufacturing Co. of Laurens, S. C., that it had in view the development of an extensive water-power on Saluda river and the erection of a 25,000-spindle cotton mill. This company has filed application for charter during the week, naming capitalization as \$500,000, with \$100,000 of the amount subscribed by local investors. It is the intention to take immediate steps for carrying out the project. The incorporators are N. B. Dial (president), J. O. C. Fleming, W. K. Richey and Joseph T. Johnson of Laurens, S. C.; W. B. Smith Whaley of Columbia, S. C., and T. R. McGhan of Charleston, S. C.

### Belton (S. C.) Mills No. 2.

In the Manufacturers' Record of March 27 definite announcement was made of the Belton (S. C.) Mills having decided to double its plant. All arrangements have now been completed for effecting this ex-

tensive enlargement, and contracts have been awarded. J. W. Cagle is the contractor for main mill building, and Vaughn & Co. for the cottages for operatives. This No. 2 plant will have 25,000 spindles and 600 looms, which will increase company's full complement to 51,000 spindles and 1300 looms. Capital stock has been increased from \$400,000 to \$700,000, fully paid in, in connection with this additional mill.

### A 3000-Spindle Mill.

Announcement was recently made of the incorporation of Henry River Manufacturing Co. of Hildebran, N. C. Permanent organization has now been effected, F. C. Quickel of Lincolnton, N. C., being elected president; M. E. Rudisill of Hildebran, N. C., general manager, and D. W. Aderholt of Cherryville, N. C., secretary-treasurer. Contract has been let to Rudisill & Aderholt of Cherryville, N. C., for the erection of the plant, which will have 3000 spindles and complement for the production of 24s to 40s yarn. Water-power will be used; electric-lighting equipment will be installed. Capital stock is \$65,000.

### Blanche Hosiery Mills.

Blanche Hosiery Mills of Chapel Hill, N. C., was reported some weeks ago as incorporated. The company has since installed an equipment of thirty knitting machines, and begun manufacturing ladies' hosiery, 100 dozen being the daily output, and thirty hands being employed. In the meantime a \$1500 building is being erected for the company. Upon completion of this building the present machinery will be removed into it, more machinery will be added, and a dyehouse will be erected. W. R. Lloyd has been chosen president, and W. E. Lindsay, secretary-treasurer. Capitalization is \$6500.

### A \$200,000 Mill Organizing.

Definite announcement is made of the Aberdeen Cotton Mills of Aberdeen, Miss., which will have capital stock of \$200,000, and is now applying for charter of incorporation. The interested parties intend to build and equip a plant to contain 15,000 spindles and 350 looms, and expect to be in a position within a few weeks to arrange the necessary contracts. An equipment of 15,000 spindles and 350 looms is proposed, for the production of thread and a line of staple plain cloth. A meeting to elect officers will be held soon. A. J. Brown is among those interested.

### The Cotton Movement.

In his report for May 23 Col. Henry G. Heister, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 265 days of the present season was 9,812,070 bales, an increase over the same period last year of 209,990 bales. The exports were 6,146,546 bales, an increase of 306,124 bales; takings by Northern spinners 1,970,528 bales, an increase of 179,065 bales; by Southern spinners 1,397,079 bales, an increase of 178,355 bales.

### Textile Notes.

Clifton (S. C.) Manufacturing Co. has declared a semi-annual dividend of 2 per cent.

Grendel Mills, Greenwood, S. C., has declared a semi-annual dividend of 4 per cent.

There is talk of erecting a cotton-ropo mill at Marietta, Ga., and S. A. Anderson is said to be interested.

A movement is on foot to acquire and put in operation Sherman (Texas) Cotton Mill, that has been idle for some months. The plant is equipped for manufacturing seamless grain bags.

Caldwell Hardy has purchased Virginia Hosiery Mill, Norfolk, Va., at public sale for \$16,500. The plant has been idle for some time.

A dispatch from Paris, Tenn., states that a company has made a proposition for the establishment of a \$500,000 cotton factory in that town.

Messrs. John R. Blake, R. E. Hill, T. G. White and others of Abbeville, S. C., propose organizing cotton-mill company, and \$20,000 has been subscribed.

Messrs. N. R. Morgan, R. S. Robertson, J. W. Rudisill, O. L. Lockett and others of Meridian, Texas, are endeavoring to organize company to build cotton mill.

It is reported that Messrs. John J. Hare, N. L. Bishop and Dwight Seabury of Providence, R. I., will establish an extensive plant near Asheville, N. C., for bleaching and otherwise finishing cotton goods.

H. J. Whitecomb is mentioned in connection with a project to organize a \$50,000 company to build a mill at Evergreen, Ala. It is said that 25,000 spindles and 700 looms is proposed, for manufacturing cloth.

W. H. Davis and associates of Dawson, Ga., are forming \$100,000 cotton-mill company, and about one-half the required amount has been subscribed. The promoters are endeavoring to interest outside capital.

Woodside Cotton Mill of Greenville, S. C., is being organized, with capital stock of \$200,000, to build plant. John T. Woodside will be president, and J. D. Woodside, treasurer. Other details have not been determined.

Alexandria (La.) Cotton Mills has been organized, with capital stock of \$75,000, to establish plant, and it is contemplated to remove an Arkansas mill to Alexandria. Paul Lisso is president; T. P. Sullivan, vice-president; Iddo Ball, treasurer, and I. W. Sylvester, secretary.

Girard Cotton Mills, reported at length last week as contracting for a \$100,000 addition, is of Girard, Ala., not Columbus, Ga., but directly opposite that Georgia city. All the contracts have been awarded, as was stated, for the 6000 spindles, 100 looms, other machinery, etc.

Blacksburg (S. C.) Spinning & Knitting Co. held its annual stockholders' meeting this week. The company's affairs were found in a satisfactory condition, and the purchase of additional machinery was decided upon. The annual profits will be expended for this purpose. Plant now has eighty knitting machines.

Brogan Mills of Anderson, S. C., reported at length last week, has elected officers. They include J. A. Brock, president; Robert E. Ligon, vice-president-treasurer; A. L. Cummock, superintendent, and C. J. Brock, secretary-assistant treasurer. All other details, as given last week, will be carried out as rapidly as possible.

Court has failed to confirm sale of Fayetteville (N. C.) Cotton Mill, reported recently. R. T. Gray of Raleigh, N. C., had bid in the property at \$15,700. It is considered worth fully the bonded debt of \$22,000. Another sale has been ordered for June 19. Messrs. C. W. Broadfoot and H. L. Cook at Fayetteville are commissioners in charge.

Meridian (Miss.) Cotton Mills has let contract for the \$40,000 worth of additional machinery it was reported recently as to install. Contract includes picking, carding and intermediate machinery, 2880 spindles, condensing apparatus for increasing engines from 600 to 800 horsepower, etc. Humidifiers are being placed in entire plant. This improvement gives the company a total of 10,500 spindles and 400 looms.

James V. Pomeroy of Graham, N. C., writes the Manufacturers' Record regarding the Oberon Mills Co., which was reported last week. Mr. Pomeroy states that plans of this enterprise are not sufficiently advanced as yet to warrant announcements. Capitalization is \$200,000, and of that amount there is \$75,000 paid in. Cotton manufacturing is proposed.

Roundway Manufacturing Co. has been incorporated, with a capital stock of \$150,000, by Messrs. Stuyvesant Fish, J. T. Harahan, H. C. Welling, A. A. Sharpe, J. F. Wallace and W. L. Smith. The company proposes to establish plant in Coahoma county, Mississippi, for manufacturing the various cotton products. Details have not as yet been announced.

Boyd-Mingham Manufacturing Co., Griffin, Ga., reported at length last week, has engaged Lowell (Mass.) Machine Shops as engineer and architect in charge of plant. The buildings will be erected by day labor, and the Lowell company will furnish the machinery (10,000 spindles and 300 looms, as was stated). The product will be fancy weaves of cotton goods in the gray.

#### QUOTATIONS OF COTTON YARNS.

By Buckingham & Paulson, New York, Philadelphia and Chicago.

May 27.	
No. 10s-1 and 12s-1 warps.....	14 @14 1/2
No. 14s-1 warps.....	14 @14 1/2
No. 16s-1 warps.....	15 @15 1/2
No. 20s-1 warps.....	15 1/2 @15 1/2
No. 22s-1 warps.....	16 @16
No. 26s-1 warps.....	16 @16 1/2
No. 6s to 10s yarn.....	15 1/2 @15 1/2
No. 12s-1.....	14 @14 1/2
No. 14s-1.....	15 @15
No. 16s-1.....	15 1/2 @15 1/2
No. 20s-1.....	15 1/2 @15 1/2
No. 22s-1.....	16 @16
No. 26s-1.....	16 @16 1/2
No. 8s-2 ply soft yarn.....	14 1/2 @14 1/2
No. 10s-2 ply soft yarn.....	14 1/2 @14 1/2
No. 10s-2 ply hard.....	15 @15
No. 12s-2 ply hard.....	15 @15
No. 14s-2 ply.....	15 @15
No. 16s-2 ply.....	15 1/2 @15 1/2
No. 20s-2 ply.....	16 1/2 @16 1/2
No. 22s-2 ply.....	17 @17 1/2
No. 26s-2 ply.....	17 1/2 @17 1/2
No. 30s-2 ply yarn.....	22 1/2 @22 1/2
No. 40s-2 ply.....	23 1/2 @23 1/2
No. 8s-3, 1 and 3 ply.....	14 @14 1/2
No. 10s-3 ply chain warps.....	16 1/2 @16 1/2
No. 12s-3 ply chain warps.....	17 1/2 @17 1/2
No. 14s-3 ply chain warps.....	18 @18
No. 16s-3 ply chain warps.....	18 1/2 @18 1/2
No. 16s-3 ply hard twist.....	15 1/2 @15 1/2
No. 20s-3 ply hard twist.....	16 1/2 @16 1/2
No. 26s-3 ply hard twist.....	17 1/2 @17 1/2

Market quiet, with prices nominal.

The semi-annual convention of the Southern Furniture Manufacturers' Association was held last week at Atlanta, Ga., some fifty of the largest furniture factories in the South being represented. The first day's session was largely devoted to an informal discussion of matters pertaining to the furniture trade. No action was taken in the matter of price schedules, but, owing to the increased cost in the price of raw material, it is only a question of time before there will be a marked advance in the cost of manufacture. Officers for the ensuing year were elected as follows: President, Sigmond Pappenheimer of Atlanta; vice-president, Robert Morrison of Chattanooga, Tenn.; treasurer, Dr. W. G. Bradshaw of High Point, N. C. Wilber Jones of High Point is secretary of the association. The second day's sessions were devoted to the discussion of the manufacture, sale and shipment of furniture in the South. Addresses were delivered by H. F. Temple, W. E. White, T. F. Bonner and others.

A committee of lumbermen of the Texas State Association met in Houston, Texas, last week and decided to raise \$20,000 for an exhibit at the World's Fair to be held in St. Louis in 1904.

The sales in the Joplin (Mo.) district during the week ended May 24 were 12,155,030 pounds of zinc ore and 1,208,910 pounds of lead ore, valued in all at \$210,728.

## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### LUMBER MARKET REVIEWS.

#### Baltimore.

Office Manufacturers' Record, Baltimore, Md., May 28.

The week under review has shown a fair volume of business in nearly all lines of the lumber trade, and the demand is generally steady from the usual sources. Builders, boxmakers and yardmen are generally buying freely, while prices all along the line are steady to firm for desirable material. Receipts of all kinds of lumber have been moderate during the past month, and the present supply is about ample for all requirements. Yellow pine is in good request, and the North Carolina product is now in good shape, the demand being active and the market firm at the recent advance in certain grades. Georgia pine is selling freely, and receipts liberal. Cypress is firm, with a good call for certain dimensions. There is some business doing in white pine, and the market is strong at the recent advance. The hardwood business is more active, with a good demand from out-of-town buyers. Oak is firm, with a fair supply and good demand from furniture factories. Ash is in good request from wagon shops and other woodworking concerns. Prices of hardwoods all along the line are generally steady, and the demand improving. The foreign trade in hardwoods is of moderate volume, with, however, some improvement over last month. Advances from the United Kingdom are favorable, while prices for prime qualities were reported better at last auction sales in London. Continental ports are quiet, with a light movement in hardwoods.

#### Norfolk.

[From our own Correspondent.]

Norfolk, Va., May 26.

Business in every department of the lumber trade at this port and adjacent points continues active, with the demand steady, and shipments, both in a foreign and domestic way, are better than usual. In North Carolina pine the inquiry from Northern and Eastern sections is better than usual for this period of the season, and stocks are not showing any accumulation, as the demand from interior points in the Middle and New England States is brisk. Throughout the North Carolina pine belt mills are all busy, and operating at full capacity. The demand for roofer grades is sharp, and crosstie and shingle manufacturers, with the box factories, are all busy and well supplied with orders. The recent advance in prices has had no effect upon trade, the movement, on the other hand, being quite as decided at the former figures. There is at the moment a fair business in hardwoods, with receipts more liberal and the demand from nearby points improved. The Old Dominion Crosstie Co., whose big plant at Money Point will begin operations on Wednesday next, has organized by electing Mr. Edmund Christian of Richmond, president and general manager, and Mr. Percy A. Smith, secretary and treasurer. This plant is well equipped for the treatment of telegraph and telephone poles, cross-arms, conduits and piles with creosote oil to prevent decay. The plant occupies thirty-one acres of ground. The collier Leonidas finished loading a cargo of lumber last week for St. Vincent suffering. The lumber was purchased by the British government through the Norfolk Supply Co. As to freight rates on lumber to different ports, the markets is steady, with a moderate offering of desirable ton-

nage. The schooner W. H. Davenport, 214 tons, was taken last week to load lumber here for New Haven at \$2.50, and schooner Nellie F. Sawyer, 241 tons, from Chesapeake bay to Boston with crossties at 16 cents.

#### Savannah.

[From our own Correspondent.]

Savannah, Ga., May 26.

The activity in the various avenues of the lumber market in this section previously reported continues without interruption, and the demand very decided in character. Mills in the interior are generally well supplied with orders, and all the larger ones are running regularly. The scale of prices is well maintained, all grades being very steady in tone, with little accumulation in stocks at mills. A very enthusiastic meeting of the Georgia Saw-Mill Association was held last week at Tifton, Ga. Favorable reports were submitted by members, and the market generally discussed. The water supply of some of the smaller mills is said to be short, a number not running on full time on that account. Officers for the ensuing year were elected, and also the following vice-presidents from each State: H. H. Tift, Tifton, Ga., president; R. H. Paul, Watertown, Fla., vice-president for Florida; W. B. Stilwell, Savannah, Ga., vice-president for Georgia; D. T. McKeithan, Lumber, S. C., vice-president for South Carolina; J. J. L. Phillips, Tifton, Ga., treasurer, and E. C. Hanell, Tifton, Ga., secretary. The shipments of lumber last week aggregated nearly 3,500,000 feet. In the Brunswick section the situation is reported very satisfactory. The virgin forests adjacent to that port are now supplying some fine timber, and the mills at St. Simons and other milling points are all running on full time, and have a good supply of orders on file. Steamer shipments of lumber coastwise were never greater in the history of the port, and as a rule all vessels leaving Brunswick, whether steamer or sail, receive quick dispatch. The Board of Trade has issued a pamphlet, in which the shipments of lumber and timber for 1901 have been compiled. The following are the figures given: Lumber, 172,822,000 feet; timber, 11,385,000 feet; cypress shingles, 12,546,650; railroad crossties, 1,601,447; piling, 397,000 feet; cypress laths, 358,000; also 100 tons of various woods. The foreign export trade is showing up in good form, and exporters are rushed with orders, and find it sometimes difficult to place cargoes on account of scarcity of cars. Coastwise lumber freights by both steamer and sail are firm, with rates as shown by the following charters closed during the past week: Schooner John G. Schmidt, 450 tons, Savannah to Philadelphia at \$5; schooner Cella F., 353 tons, from Brunswick to Bridgeport at \$5.87 1/2; schooner Edith L. Allen, 921 tons, Brunswick to New York with ties at 15 1/2 cents; schooner George C. Thomas, 1287 tons, the same, option Perth Amboy, and schooner Gen. A. Ames, 453 tons, Savannah to New York at \$5.50, option Fall River, \$5.75.

#### Mobile.

[From our own Correspondent.]

Mobile, Ala., May 26.

The situation in this section continues of an encouraging character, and the conditions surrounding the timber and lumber industry are favorable for a good substantial trade during the summer months. Receipts of sawn timber during the past week have increased, and the price is now quoted at 16 to 16 1/2 cents per cubic foot, with sales during the week of 36-foot average at 16 to 16 1/4 cents. Exporters are of the opinion that the market will go even higher, as it is very strong, and

the cost of consumption and stumpage greater. Shipments of sawn timber last week were 175,831 cubic feet to the United Kingdom and continental ports. Hewn timber is steady, with a light supply, at 15 1/2 to 16 1/4 cents, and shipments for the week 27,518 cubic feet to Hamburg. There is a good demand for hewn oak timber at 18 to 20 cents per cubic foot and hewn poplar at 14 to 15 cents per cubic foot. The lumber market continues to show considerable activity, the demand from Mexico being brisk, both for lumber and railroad material. A fair business is in progress with South American ports. The foreign markets show signs of improvement, and the demand from these sources is better. All the mills here are running on full time, and have as much business as they can handle. At Pascagoula, Logtown, Pearlinton and Favreport, Miss., saw-mills are taxed to their utmost capacity. As a sample of the activity at South Mississippi in all lines of the lumber trade, the report of the port of Pascagoula shipments for a period of five weeks shows that 20,715,000 feet of lumber left that port. The largest shipments were to Rotterdam, Havana, Havre and Queenstown, with a number of good-sized shipments to South American and Italian ports. The lumber market at Mississippi points is remarkably firm, and lumber of all kinds is in good demand, compelling many mills to run night and day. The shipments of lumber from this port last week amounted to 1,500,000 feet, and for the season 72,181,501 feet, against 84,250,627 feet last year. Rates on lumber and timber to all ports, domestic and foreign, are steady. Charters reported this week were British steamer Drumelzer, 2333 tons, from Pensacola to Liverpool or Cardiff with timber at 77/6, June; British steamer Golden Cross, 1944 tons, Pensacola to Genoa and Leghorn with timber at 85/; British steamer Lockwood, 1310 tons, Pensacola to the United Kingdom with timber at 82/6, June, and German steamer Consul Horn, 1561 tons, Pensacola to Holland with timber at 90/; October-November.

#### New Orleans.

[From our own Correspondent.]

New Orleans, La., May 26.

In almost every avenue of commerce and industry in this city a decided current of progress has set in during the past year, and actual results are following each other in quick succession, adding largely to the growth and business of the port. Investors from all sections of the country are present ready with their capital to make ventures in new enterprises. This seems to be especially true of the lumbermen from the Northwest, whose section of forest territory is fast being depleted by the work of the past century. The present year seems to mark a large influx of capital from millmen of Michigan, Wisconsin and other States, and desirable timber properties are becoming scarcer every year, while the price of stumpage and timber lands generally is advancing. At the moment the timber and lumber situation is a very inviting one to the capitalist. The conditions surrounding the market in this section are favorable for a substantial trade during the present year, and in yellow pine there is an active demand, both foreign and domestic. At all milling points along the lines of railroad entering this city business is of a healthy character. At all Mississippi points the market is firm, and lumber of all kinds is in good demand. A short time since some of the larger plants declined to book new orders, but recently they have announced their willingness to take orders and deliver in the near future. Many mills have orders on hand that will keep them busy from sixty to ninety days longer. The



Gulf & Ship Island road is having an immense traffic in lumber, and at Gulfport and Ship Island a number of vessels are awaiting cargoes. The cypress mills of Louisiana are having a most successful season; prices are remarkably firm, while the output of the mills is being fast sold up. The export hardwood business of this port is showing signs of material improvement in many lines, and shipments to the United Kingdom and Continent are more regular, although foreign buyers and local exporters are still apart in their views as to prices. At all milling points in the State millmen are well supplied with orders, and in Southeastern Texas there is an active demand, both for yellow pine and hardwoods, foreign shipments of the latter through Sabine Pass improving in volume during the past year. The local demand for lumber is now becoming an important factor in trade, as the number of buildings being erected and the extensive city improvements being inaugurated will consume an immense quantity of material. The real-estate business of this city and at suburban points is one of the most encouraging signs of the year. Business property is in great demand, and there is especially a good inquiry for factory sites. Neat cottages and a number of larger residences are being erected, and several large building enterprises are under consideration. Mechanics and laborers are all employed, and likely to continue busy during the year.

#### Beaumont.

[From our own Correspondent.]

Beaumont, Texas, May 27.

The summer trade has fairly well opened up now, and the dealers throughout the State seem to be well pleased with their prospects. There is a good deal in the assertion by some of them that the trade will not be good during the summer on account of the farmers being busy, and they have this same thing every summer. It is stated rather for the purpose of keeping prices from taking another advance than for any other reason, but the facts are that the figures at which lumber is selling today are good enough for any kind of manufacturer, and he cannot consistently ask for much further increase, though he would hardly oppose such a thing. The yards throughout Texas and the Indian Territory are pretty well stocked in anticipation of such a thing, and the result of this is that the slackened demand that may come will be attributed to this last cause. In Beaumont the demand is as good as ever. This month will see nearly 5,000,000 feet again consumed in Beaumont alone, and that is almost the monthly production of the city, and this is supposed to be the largest manufacturing point in Texas, with the possible exception of Orange. The demand is so great and so steady that during the past week two retail yards have opened up here that are independent of the mills operating here, and with the Bartholomew Lumber Co. getting in running order by July 1 there will be a relief from the strain as it now is. Messrs. Turner & Nabers and the H. S. Boykin Lumber Co. have each placed yards in Beaumont lately, and they are getting plenty to do without interfering with the trade of the Kirby Lumber Co. at all. Prices on heart fies are steady, and the call is good. Saps are also in excellent demand for erecting purposes. Bridge timbers are wanted also by the railroads in such a manner as to keep the price steady. Yard and planing-mill stocks are moving freely, but the shipments are being curtailed by reason of a shortage of labor. There are plenty of cars.

The Chattanooga Wagon Co. of Chattanooga, Tenn., has amended its charter by

an increase of its capital stock from \$100,000 to \$200,000.

#### Lumber Notes.

The machinery for the new veneering plant at Mocksville, N. C., is being received. Mr. O. L. Williams, manager of the Mocksville Furniture Co., is promoter of the new enterprise.

The plant of the Norfolk Lumber Co. in Fayetteville, N. C., which will be one of the largest in the State, has applied to the Atlantic Coast Line Railroad Co. for a side-track to its saw-mills.

The Pike City Lumber Co. of Wausau filed articles of incorporation at Little Rock last week. The company has a capital of \$200,000, and proposes to establish a business in Arkansas.

The Brook Lumber Co. of Carter county, Tennessee, has been chartered, with a capital stock of \$25,000. The incorporators are J. N. Edens, John N. Shoalbrew, H. C. Acocok, H. M. Tolsom and D. J. Miller.

A charter has been granted to the Diamond Lumber Co. of Cargile, Union county, Arkansas, with a capital stock of \$10,000. I. W. Taft is president of the company, and J. C. Place and Neill C. March, directors.

The magnificent saw-mill plant of the Strong Lumber Co. at Bristol, Va., after being idle for about six weeks on account of a wreck in the mountains, has started up again. It will now commence cutting on an average 100,000 feet of lumber daily.

The Blue Creek Manufacturing Co. of Charleston, W. Va., has been chartered to operate in lumber in the Big Sandy district. The capital stock is \$10,000, and the incorporators are J. F. Kirtley of Scarry, W. Va.; A. B. Lewis, J. E. Scaggs and H. L. Wherle of Charleston, W. Va.

The shipments of lumber from Port Arthur, Texas, since the 1st of last January aggregate over 10,000,000 feet, and the prospects are when the number of charters now out is considered that the shipping this year from both Port Arthur and Sabine Pass will exceed anything yet known.

The Magann-Fawke Lumber Co.'s plant, located at Irvine, Ky., was purchased last week for \$65,000 by the Bank of Montreal, Canada. The property included a band-saw mill of 50,000 feet capacity, booms and yards, and about 60,000 poplar and oak trees in Breathitt and Perry counties.

The Minnequa Coöperage Co., incorporated under the laws of Colorado, with headquarters at Pueblo, has purchased the property in Little Rock, Ark., of the Capital Lumber Co., and will manufacture on an extensive scale staves and headings. A dry-kiln is now being erected, and the plant will give employment to a large number of men.

It is stated that the Pole Stock Lumber Co. of Lumberton, Miss., has completed arrangements for the erection of a mammoth saw-mill at that place. This mill, when completed, will give Lumberton four large mills, with a combined annual output of 100,000,000 feet of lumber. The company has purchased a large tract of pine timber land, and has abundant capital.

Nashville capitalists were negotiating last week for a tract of 6500 acres of timber land twelve miles from South Pittsburg, Tenn. It is stated that the deal is about closed, and it is the purpose of the parties purchasing as soon as they organize to at once erect a large band-saw mill to manufacture lumber for market. They will also build several log tramways for transporting logs to the mill.

Hon. Jesse F. Stallings and Captain Jenkins are said to be contemplating the erection of a fine saw-mill in Wilcox county, Alabama, to put into commercial shape some hardwoods that Captain Jenkins and several of his friends own in that part of Alabama. The mill will be located about five miles from the Alabama river when built, and the timber will be hauled to that stream and shipped to Mobile for export.

It is stated that a number of leading furniture manufacturers of the country who were in attendance at the National Association of Chamber Suit and Case Manufacturers, held last week in Chicago, have formed a combination to control the furniture output of the United States and regulate prices. The capital represented in the combination is about \$25,000,000. The organization adopted a new schedule of prices, to go into effect at once.

At an informal meeting of thirty-five or forty manufacturers of hardwoods held in St. Louis, Mo., on the 15th inst. a temporary organization was effected. F. M. Hamilton was elected chairman, and Lewis Doster, secretary. These officials have now promulgated a call for a general meeting to be held in Louisville, Ky., on June 3 of strictly manufacturers of hardwood lumber to co-operate on a beneficial line. At this meeting officers will be elected, and the work of the association formulated.

The Old Dominion Creosoting Co. of Norfolk, Va., has organized by electing Edmund Christian of Richmond, president and general manager, with Percy A. Smith, secretary and treasurer. These, with A. E. Krise, Frederick Purdie and W. F. Carler, are directors. The company will hereafter be known as the Hampton Roads Creosoting Co. The plant, located at Money Point, is the largest in the country, occupying thirty-one acres of ground. Telegraph and telephone poles, cross-arms, conduits and also piles will be treated with creosote oil to prevent decay.

Ex-Governor J. G. Jackson of Maryland and President Milton H. Smith of the Louisville & Nashville Railroad passed through Montgomery last week on their way to Opp, in Covington county, which has been named as the site for the new saw-mill plant of the Jackson Lumber Co. Ex-Governor Jackson and President Smith held a conference in Montgomery with the Messrs. Scott in reference to the plans of the company. It is announced that a lumber railroad will be built from Opp in a southern direction, passing through the company's timber lands. Machinery for the mill has already been ordered, and the work of erecting the mill will begin at once.

The Georgia Saw-Mill Association met in Tifton, Ga., on the 20th inst., with a good attendance from three States. The water supply of some of the smaller mills was discussed, and it was found that many were not running on full time on that account. Negro labor was discussed, and was reported scarce. Lengthy discussions were entered into by members of the association present, and reports of the prominent features of the market and the lumber industry generally were of an encouraging nature. The following officers were elected for the ensuing year: H. H. Tift of Tifton, Ga., president; R. H. Paul, Watertown, Fla., vice-president for Florida; W. B. Stilwell, Savannah, Ga., vice-president for Georgia; D. T. McKeithan, Lumber, S. C., vice-president for South Carolina; J. J. L. Phillips, Tifton, Ga., treasurer; E. C. Harrell, Tifton, Ga., secretary. The meeting was an enthusiastic one, and in every respect harmonious. The next meeting will be held at Tifton on June 17.

## COTTONSEED OIL.

This department is open to the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items or news are always acceptable.

#### New \$4,000,000 Cotton-Seed Oil Company.

Messrs. G. N. Henson and W. B. Riddell of Chattanooga, Tenn.; U. S. G. Cherry and others of South Dakota have made application for a charter under the laws of South Dakota at Pierre for the Mutual Cotton Oil Co., with authorized capital of \$4,000,000, divided into shares of \$100 each, with branch office at Chattanooga, Tenn. The charter authorizes the company to own and operate cotton gins, to own, construct and operate crude oil mills, oil refineries, compound-lard works, fertilizer factories, and to manufacture products of cottonseed.

#### Cottonseed-Oil Notes.

A meeting of those interested in the organization of the proposed cottonseed-oil mill at Tallulah, La., was held in that town last week. More than \$25,000 of stock was subscribed, and committees on plans, cost, etc., appointed.

It is stated that Messrs. E. N. & N. W. L. Brown of Alabama have purchased land in South Camden, Ark., and will construct and operate an oil mill with a capacity of sixty tons of seed a day. Work of construction will begin inside of thirty days.

The Fayette Oil Works of Fayette, Miss., has elected as a board of directors for the ensuing year L. R. Harrison, James M. McClure, J. Cohn, George V. D. Schober and B. Strauss. The mill, capitalized at \$50,000, showed about \$19,000 earnings during the past season.

Cottonseed products in Texas last week were firm at the following quotations: Prime crude oil, loose, 39 cents; and prime summer yellow oil, 41 cents; linters, 2½ to 2¾ cents, all f. o. b. mills at interior points in the State; cottonseed meal, \$25.50; cottonseed cake, \$25, f. o. b. Galveston; hulls, \$8 per ton.

It is stated that the Planters' Oil Co. of Albany, Ga., will erect a large mill opposite the city. It is to be controlled by local parties, and the plant will be one of the best equipped in the South. The machinery has been purchased, and the company will be ready for business when the cottonseed crop of 1902 is available.

The Planters' Oil Mill of Greenville, Miss., with over \$100,000 capital, one of the largest oil mills in the Delta, was, according to report, sold on the 20th inst. to the Virginia Carolina Chemical Co. The ginners at Greenville and the one at Glen Allen and Winterville were included in the purchase. It is the intention of the new owners to convert the ginners at Glen Allen into an oil mill.

The following are the official quotations of cotton and cottonseed products as posted at the New Orleans Cotton Exchange on the 26th inst.: Prime refined oil in barrels, per gallon, 44 cents; off refined oil in barrels, per gallon, 43 cents; prime crude oil, loose, per gallon, 38 cents; prime cottonseed cake, per ton of 2240 pounds, \$27.50; prime cottonseed meal, per ton of 2240 pounds, \$27.25; soap stock, per pound, 1.40; linters, per pound—A, 3¾ cents; B, 3½ cents; C, 3¼ cents; cottonseed in sacks delivered at New Orleans, per ton of 2000 pounds, \$16; in bulk delivered at New Orleans, per ton of 2000 pounds, \$15.

The Bell Lumber Co. of Mt. Olive, N. C., has been chartered, with a capital stock of \$6000. The incorporators are J. R. Bell, L. A. Bird and R. Konegay.

## PHOSPHATES.

### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., May 28.

In a local way the market for phosphate rock shows but little activity, and the tone is quiet and steady, in sympathy with other fertilizer ingredients. At all points, however, in the Southern phosphate belt the situation is favorable for a good business during the year. The market in South Carolina is steady, with shipments moderate, both in a domestic and foreign line. Florida rock continues to show good form, and in the pebble district business is active, with prominent companies strong holders and shipments liberal. In land rock the market is steady, with shipments generally on old contracts. There is, however, some demand from Europe, but mining companies are not disposed to make long contracts at present figures. Advices from continental ports are favorable. Le Phosphate of Paris, France of May 14 says: "Business activity continues in all markets, this in spite of the pessimistic reports which have been circulated on the subject of a probable decrease in the consumption of chemical fertilizers during the spring season. If there is a decrease in one district there is an increase in another, so that the result remains quite favorable. The present movement in business is very interesting for every phosphate industry. It is a favorable indication for the stability of the market, as it is an indication of a very important agreement of the views of buyers and sellers." The movement in Tennessee territory continues to attract attention, and the market is decidedly firmer in both domestic and export phosphate rock. Brokers today quote domestic 75 per cent. rock at \$2.75 and export 78 per cent. at \$3 f. o. b. Mt. Pleasant. The various companies are working all the hands they can procure, and the facilities for handling rock are becoming every day more practical, which, with the developments in new districts, all tend to strengthen the tone of values. The phosphate charters reported during the past week were the schooner Medford, 1160 tons, from Port Tampa to Baltimore at or about \$1.90; schooner John E. Devlin, 1011 tons, from Port Tampa to Philadelphia on private terms; British steamer Bellerby, 1970 tons, from Coosaw to United Kingdom at 11/6, June-July, and British steamer Dunby, 1465 tons, from a Southern port to the United Kingdom or Continent on private terms.

### Fertilizer Ingredients.

The tone of the market for ammoniates is quiet, with the volume of trade light. Sales, however, are reported at current figures, but the demand is coming principally from Eastern buyers, the Southern demand at the moment being light. Stocks in the West are firmly held at outside figures.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$3 10	6 1/2	3 15
Nitrate of soda, spot Balto.....	2 15	6 1/2	2 20
Rice.....	2 37 1/2	6 1/2	2 40
Azotite (beef).....	2 40	6 1/2	2 45
Azotite (pork).....	2 40	6 1/2	2 45
Tankage (concentrated).....	2 25	6 1/2	2 27 1/2
Tankage (9 and 30).....	2 37 1/2	6 1/2	2 40 & 10
Tankage (7 and 30).....	21 00	6 1/2	22 00
Fish (dry).....	27 50	6 1/2	29 00

### Phosphate and Fertilizer Notes.

At a stockholders' meeting of the Standard Fertilizer Co. of Birmingham, Ala., an issue of \$500,000 of preferred stock was authorized.

The Virginia-Tennessee Phosphate Co. of Davidson county, Tennessee, has been chartered, with a capital stock of \$150,000. The incorporators are J. E. R. Carpenter, P. M. Estes, W. V. Wilson, M. P. Estes and J. V. Cabell.

It is reported that valuable phosphate deposits have been discovered at Santa Core, nine miles southwest of Scottsboro, Ala. It is said that Eastern capitalists have made an offer for the property after a careful examination of the deposits.

It is rumored that the Dunnellon Phosphate Co. at Dunnellon, Fla., will in the course of a short time construct and open four or five new phosphate plants. The company is at present cleaning up and repairing plant No. 10, preparatory to opening it.

It is stated that the Virginia-Carolina Chemical Co. has sold to the Americus Oil Co. of Americus, Ga., the lands and remnant of its plant saved from a recent fire in that city, and at an early date will erect in another section of the city a new and extensive fertilizer plant costing about \$150,000.

The Alabama Kaolin Co. of Birmingham, Ala., has been incorporated, with a capital stock of \$26,100. The incorporators are Messrs. John M. Caldwell, W. J. Milner and John London. The principal office will be in Birmingham, and the company will buy and sell mineral and clay lands and manufacture sewer pipe, etc.

Work on the acid-phosphate plant now being built at Dothan, Ala., by the Virginia-Carolina Chemical Co. is being pushed to completion. It is said that the output of this plant will be twice what was contemplated by its original promoters. There is a rumor current that local capitalists will also establish a similar plant at Dothan.

Prof. William S. Yeates, State geologist of Georgia, has been recently exploring the kaolin deposits in the vicinity of Macon, Ga. He reports that inexhaustible quantities exist of the finest quality used in the manufacture of porcelain, etc. Professor Yeates, it is said, will endeavor to interest the State legislature to add to the Georgia School of Technology a department to be devoted to the manufacture of kaolin.

Capitalists of Florence, Ala., and Columbia, Tenn., it is understood, are about to develop a deposit of phosphate rock discovered about two and one-half miles northwest of Lawrenceburg in Lawrence county, Tennessee. Mining engineers pronounce this phosphate of a very unusual form, being a St. Louis limestone infiltrated with elements derived from the decomposition of organic matter, and contains about 30 per cent. of free phosphoric acid, 4 per cent. of potash and a small amount of ammonia. It is said to be a perfect plant food, and requires no chemical treatment, being ready for use when calcined and crushed.

Under the editorship of Dr. John Spencer Bassett, the South Atlantic Quarterly is appearing from Trinity College, Durham, N. C. In the April number are published luminous articles by the editor and by Henry N. Snyder, setting forth the valid reasons for the publication of such a quarterly. Other articles are: "The Anti-Slavery Sentiment in Virginia," by James Curtis Ballagh, Ph. D.; "The Christian Basis of Citizenship," by John Carlisle Kilgo, D. D.; "The Course of Louisiana Politics from 1862 to 1866," by Frederick W. Moore, Ph. D.; "North Carolina in the Revolution," by William E. Dodd, Ph. D.; "Literature for the Study of the Colonial History of South Carolina," by W. Roy Smith, M. A.; "Andrew Johnson's Administration," by Burr J. Ramage, Ph. D.; "Colonel John Hinton," by Mary Hilliard Hinton.

The St. Louis, Watkins & Gulf Railway has been turned over to the directors by H. B. Kane, the receiver. J. B. Watkins is elected president, and Mr. Kane,

vice-president and general manager. The receiver also handed over \$100,000 in cash as surplus earnings.

### TRADE NOTES.

**A Ball Engine.**—Pittsburg (Pa.) Reduction Co. has purchased from Ball Engine Co., Erie, Pa., a 325-horse-power engine, direct-connected to 200-kilowatt generator, being duplicate of an outfit installed a year ago.

**Cross Oil Filter.**—A few weeks ago Burt Manufacturing Co., Akron, Ohio, received an order for a large Cross oil filter from Anheuser-Busch Brewing Association of St. Louis. It was shipped, and gave such excellent satisfaction that a duplicate order has been received.

**Ridgmont Cements.**—Ridgmont Cement Manufacturing Co. of No. 320 Walnut street, Philadelphia, has just been reorganized and its charter perfected. The construction and installation of its plant is proceeding rapidly. Ridgmont products are well and favorably known throughout the South. Specimens of this cement over fifty years old are numerous, and in good condition. The company apprehends no difficulty in disposing of its increased product of 1500 barrels daily.

**James Huston Watt, Deceased.**—Industrial circles not already cognizant of the fact will regret to learn of the death of James Huston Watt, president of the Watt Mining Car Wheel Co. of Barnesville, Ohio. Mr. Watt's demise occurred on May 2, after a sudden attack of a lingering malady. His conferees in the same line of business were his friends, and the patrons of the company were the recipients of many courtesies from his office. The company will continue its previous policy, and under the same management.

**York Ice Machinery.**—York (Pa.) Manufacturing Co. closed a number of large and important contracts recently. These include 20-ton refrigerating equipment for brewery at Milstadt, Ill.; 25-ton ice plant for refrigerator at Colorado Springs, two 125-ton cross-compound condensing machines and compression for packing-houses at Denver, six-ton ice plant at Morrilton, Ark.; two 75-ton refrigerating machines for brewery at Newport News, 65-ton refrigerating machines for meat depot at New York city, 25-ton ice plant at Sharon, Pa., and 25-ton refrigerating plant at London, England.

**Sauer Flavoring Extracts.**—Southern products are leading the field in many lines. Their manufacturers, by the use of the most modern apparatus, the most skilled workmen and the best formulas, cater to the most discerning and critical among buyers. The C. F. Sauer Co., 10 South Twenty-first street, Richmond, Va., manufactures flavoring extracts, and has been notably successful in its chosen field. The company announces that it is the recipient of the highest award and gold medal on flavoring extracts at the South Carolina and West Indian Exposition. This same honor had been conferred upon the Sauer Company during previous years at Nashville, Atlanta and Philadelphia. The extracts are noted for their purity, strength and fine flavor.

**Attention, Railroad Men!**—For the convenience of railroad friends who find it impossible to visit the J. A. Fay & Egan Co.'s works at Cincinnati, Second Vice-President A. N. Spencer will attend the annual convention of the master mechanics and master car builders at Saratoga. A cordial invitation is extended to call on him at the Fay & Egan space in the exhibit department, where he will be pleased to confer with you on subjects of mutual interest. The company has devoted much time and attention to the development of heavy wood tools for car construction and repair, resulting in a new and complete line of machines which possess great merit and will prove very attractive to those who contemplate modernizing their woodworking departments.

**Want Cottonseed-Oil Machinery?**—If so, it will be of interest to you to be informed that some special bargains in that class of machinery can be obtained in Chicago. It is second-hand machinery, but in prime working condition, and will give satisfaction. The American Lined Co., Manhattan Building, Chicago, offers the line of equipment in question. Last summer the company made some large sales of this class of machinery. It is now stated that a number of Southern buyers visited the city to personally inspect the apparatus that was offered, and in every instance made contracts for quick shipments. The machinery has been used in linseed, but it is stated by the company it will do absolutely satisfactory work in cottonseed as well. Write for

information if you happen to contemplate buying in this field of equipment.

**More Emmert Vises Demanded.**—One of the best-known special outputs in the manufacturing machinery world is that known as Emmert's patent universal vise. This vise has an individual merit that has caused a large and generally increasing demand for it. During the past year this demand has been especially on the increase, and the manufacturer finds it absolutely necessary that the facilities for producing the vise be greatly enlarged. Just at present, and for some months past, a night force of men has been working to double the output, and about 350 vises are being shipped each month. The Emmert Manufacturing Co. of Waynesboro, Pa., is the manufacturer of the tool, and has just announced its intention to erect additional buildings and install new machinery to increase the output to the extent required by the orders fast coming in. This new building will be two stories high, forty-five feet square.

**Fuel-Oil Equipments.**—Petroleum Iron Works Co., Washington, Pa. (and branch office at Corsicana, Texas), is one of the leading designers, manufacturers and installers of fuel-oil equipments, boilers, tanks for all purposes, stacks, standpipes, etc. This company has made a great success of its Gem burner for crude oil as fuel, has filled many and large contracts, and is continually receiving further orders. Its business is very active just at present. Among its more important contracts now being filled is construction of a 37,500-barrel oil tank at Philadelphia: in the New Orleans district it is building twenty-six tanks, ranging in capacity up to 20,000 barrels; in the Beaumont (Texas) field it is completing a contract for tankage aggregating 375,000 barrels, and has begun work on another that aggregates 1,000,000 barrels. The Petroleum Company finds its increasing needs require better facilities, and these latter are being provided by the erection of more buildings, installation of machinery, etc. Comprehensive literature regarding the fuel-oil equipments referred to is ready for those desirous of making investigation in this direction.

**An Unusual Ram.**—It may occur that through danger by fire or the requirement of constant attention a steam or gasoline engine may be advantageously displaced by an hydraulic machine. Such a case occurs in the supplying of water on the private racetracks of Frederick Baldt, near Tenn. Oaks, Pa. Mr. Baldt formerly used a large gasoline engine, situated in a barn. Now, a gasoline engine in such a place is obviously dangerous, not to mention the attention it requires. When Mr. Baldt found, in addition to this, that it did not supply enough water, he installed an hydraulic machine. This hydraulic machine draws its water from a spring 900 feet distant and ninety feet below the tank into which it empties. The water used for power is drawn from a branch some 500 feet from the engine. There is only a three-and-one-half-foot fall in this distance of 500 feet; hence for each foot of fall the water is raised twenty-five and one-half feet, which, to say the least, is unusual. The maker of this engine and the installer of this very successful plant is the Niagara Hydraulic Engine Co. of Chester, Pa. The company claims that no other make of ram raises water more than twenty feet to each foot of fall.

**Improved Loose Pulley.**—This pulley is an improved self-oiling loose one that possesses some very interesting features. It is made of thoroughly seasoned maple, and is perfect in every mechanical detail, as the greatest care is used in its manufacture. The idea is to provide a pulley that does not run metal to metal, but wood to metal. The wood absorbs the oil and supplies it to the shaft as needed, by the capillary attraction caused by the bearing becoming dry. The oil is held in the hub of pulley, and it feeds through the pores of the wood, and is always there ready for use when needed, while in the old-style loose pulley the oil is not absorbed, but is wasted by being thrown over the belt and shop by the centrifugal force caused by the running of pulley. The higher the speed the faster oil is wasted and the bearing left unoled. This pulley need be oiled only at long intervals. As a medium-sized pulley will hold in its hub about a pint of oil at each filling, there is no waste of oil, as it is held in the wood; in fact, the entire hub is saturated. There are no metal sleeves or metal bushings to wear or cut the shaft. When the bore of pulley becomes worn after long usage a self-oiling bushing is inserted, which renders the pulley as good as new. This pulley is sent on thirty days trial. Address the manufacturer, American Loose Pulley Co., Hammond, Ind.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

Bessemer—Electric-light Plant and Telephone System.—Tennessee Coal, Iron & Railroad Co. (Birmingham, Ala.) will construct and operate its own electric-light plant and telephone system between its various interests in and about Bessemer.

Birmingham—Saw-mill.—Jesse F. Stallings and Captain Jenkins contemplate erecting large saw-mill for development of timber properties in Wilcox county.

Birmingham—Kaolin Mines.—Alabama Kaolin Co. has been incorporated, with capital of \$26,100, by John M. Caldwell, W. J. Milner and John T. London for development of kaolin properties.

Cherokee County—Mineral Lands.—Alabama Steel & Wire Co. of Birmingham has completed purchase at about \$75,000 of several thousand acres of mineral lands in Cherokee county for development; company has previously been reported as proposing two new iron furnaces and a steel mill, and it is rumored the above purchase concerns those enterprises.

Decatur—Furniture Factory.—J. H. Edwards and W. W. Harris (reported last week to establish furniture factory) will organize Alabama Southern Manufacturing Co., capital stock \$10,000, with Harris, president, and Edwards, vice-president. Building has been secured and machinery is being installed for beds, tables and safes.

Ensley—Machine Works.—Birmingham Drop Forge & Machine Co. has been organized by Wm. E. Nichols, A. F. Defuniak, John Klotz and A. L. Ezell of Ensley, with capital of \$100,000, and will erect plant for manufacture of drop forgings, etc.

Evergreen—Ginnery.—Evergreen Manufacturing Co. will make additions to its ginnery, for which contract has been let.

Evergreen—Cotton Mill.—H. J. Whitcomb is mentioned in connection with a project to organize \$500,000 mill for operation of 25,000 spindles and 700 looms.

Gadsden—Coal and Iron-ore Mines.—Alabama Steel & Iron Co., recently organized, with capital stock of \$100,000, by Hon. W. J. Boykin of Gadsden and others, has purchased "Greasy Cove" iron fields and other properties, and will inaugurate extensive developments at once.

Gadsden—Furnace.—Southern Car & Foundry Co. (J. M. Elliott, Jr., president, Birmingham, Ala.) has purchased the Coosa furnace, as recently reported, will remodel it and make such improvements as are necessary to increase capacity to sixty tons; company will manufacture charcoal car-wheel iron for its own use.

Lacon—Brick and Tile Works.—J. F. MacLanahan has purchased Standard Brick and Tile Works, as recently reported, and will operate same under name of Lacon Brick Co.; capacity 35,000 common brick per day.

Montgomery—Fertilizer Factories.—Virginia-Carolina Chemical Co. (Richmond, Va.) has, as lately stated, purchased the plant of the Montgomery Fertilizer Co., also of the Alabama Fertilizer Co., and will operate them.

## ARKANSAS.

Bradley—Telephone System.—Walnut Hill Telephone Co. has increased capital to \$5000.

Camden—Oil Mill.—E. N. & N. W. L. Brown of Alabama have purchased site and will erect 60-ton cottonseed-oil mill.

Cargile—Lumber Mill.—Diamond Lumber Co. has been chartered, with capital of \$10,000, by J. W. Taft, J. C. Place and Neil C. March.

Devall Bluff—Gin and Grist Mill.—Devall Bluff Gin & Milling Co. has been incorporated, with capital of \$4000, by H. J. M. Richardson, J. M. McClintock, F. A. Hipolite and others.

Fort Smith—Coal Mines.—Mazzard Coal & Mining Co. has been incorporated, with capital of \$60,000, by B. F. Atkinson, Joe Alexander, Jr., J. N. Cravens, Allen Kennedy and others.

Harrison—Mining.—Almy Mining, Milling & Development Co. has increased capital from \$200,000 to \$300,000.

Jonesboro—Brick and Tile Works.—Sachs Brick & Tile Co. has incorporated, with capital of \$10,000; L. Sachs, president; W. H. Morelock, B. L. Harrison and others interested.

Little Rock—Stave and Heading Mill.—Minnequa Cooperage Co. of Pueblo, Col., has purchased mill of Capital Lumber Co. at Little Rock, and will manufacture staves and heading on an extensive scale.

Monticello—Cannery.—Monticello Canning Co. has completed organization, with capital of \$5000, and Walter N. Brown, president; H. H. Wells, secretary, and Robert H. McCullough, general manager; will erect plant of 10,000 cans per day capacity.\*

New Lewisville.—Chartered: Gravel Hill Co., with capital of \$10,000, by T. J. Wheeler, J. O. Smith, E. B. Daniel and others.

Rogers—Lime Plant.—Rogers White Lime Co., recently reported incorporated, reorganizes to build a new plant, including erection of two additional kilns; capacity 240 barrels a day; cost \$10,000.\*

Walnut Ridge—Oil Mill.—B. B. Harvey & Co. of Memphis, Tenn., will build cottonseed-oil mill at Walnut Ridge, not at Hoxie, as recently reported.

Warren—Telephone Company.—Valley Telephone Co. has increased capital from \$40,000 to \$100,000.

## FLORIDA.

Dunnellon—Phosphate Mining.—Dunnellon Phosphate Co. is reported as to construct four or five new mining plants.

Jacksonville—Candy and Jelly Factory.—Chartered: C. J. Manon Guava Jelly & Candy Co., with capital of \$25,000, to manufacture jellies and candy.

Jacksonville—Hardware and Paint.—Dozier & Gay Hardware & Paint Co. has been incorporated, with capital of \$50,000, to deal in painters and builders' supplies.

Mohawk—Electric Plant and Ice Factory.—E. Shook of Mexico, Fla., will erect ice factory and electric-light plant at Mohawk.

Tampa—Cross-arms Factory.—Kirkland Lumber Co. contemplates installing plant for making cross-arms.\*

## GEORGIA.

Albany—Cotton-oil Mill.—Planters' Cotton Oil Co. is preparing for erection of its proposed cottonseed-oil mill.

Americus—Fertilizer Factory.—Virginia-Carolina Chemical Co. (Richmond, Va.) will erect fertilizer factory to cost \$150,000.

Atlanta—Stockyards.—Brady Stockyards Co. has incorporated, with capital of \$100,000, and privilege of increasing to \$350,000, for establishing stockyards, previously reported,

T. B. Brady, John Oliver and A. J. West are incorporators.

Cedartown—Cotton Ginnery.—Cedartown Cotton Oil Mill is enlarging by erection of two-story brick building 22x60 feet, which it will equip as a ginnery.

Dawson—Cotton Mill.—W. H. Davis and associates are forming \$100,000 cotton-mill company; about half is subscribed.

Griffin—Flour Mill.—I. C. Wade of Atlanta, Ga., states he has no connection with the proposed 400-barrel flour mill reported lately to be erected at Griffin.

Hartwell—Oil Mill.—Elberton (Ga.) Oil Mills will build cottonseed-oil mill at Hartwell, as recently reported, and operate it under name of Swan Oil Co.

Irwinville—Saw-mill.—Winn & Gardner will rebuild their burned saw-mill.

Marietta—Cotton-ropes Mill.—There is talk of a cotton-ropes mill being erected, and S. A. Anderson is said to be interested.

Marietta—Paper Mill.—Moultrie M. Sessions, proprietor of Marietta Paper Mills, will remodel and improve plant, installing additional machinery to increase capacity from 10,000 to 30,000 pounds per day; will also install machinery for manufacture of paper bags.

Marietta—Sewerage.—Moultrie M. Sessions has applied to city for franchise to construct sewerage system.

Richland—Cotton Compress.—Richland Ginning Co. is installing another roundlap press.

Rome—Cotton Mill.—Anchor Duck Mill will increase capital \$100,000 and enlarge greatly its plant.

Washington—Gold Mines.—Seminole Mining Co. (lately mentioned) is pushing developments at its gold mines, twelve miles from Washington. Improvements have been made to the mining plant recently, and preparations are being made for further betterments. Additional jiggling and crushing machinery will be installed in the concentration mill, increasing its capacity from thirty-five to seventy tons daily. Contracts have been let for 200,000 red brick, for 35,000 fire-brick, for iron and steel work and large stacks for the roasting and smelting furnaces; this material to be furnished by June 10. Prospecting has begun on two other veins that are to be opened. Carl Henrick, general manager, 25 Broad street, New York, can be addressed.

## KENTUCKY.

Barboursville—Electric-light Plant.—R. L. Pope of Williamsburg, Ky., has franchise to erect electric-light plant.

Lancaster—Implement Factory.—Company will be organized to establish plant for manufacture of grain and seed separator, by J. C. Hemphill, Fred Kemper and S. T. Leavell.

Lola—Zinc Mines.—D. C. Griffith proposes organizing company to develop 5000 acres of land whereon is said to be a 12-inch zinc vein.

Louisville—Drug Company.—J. W. Fowler, Frank L. Eberhard and T. S. Rowland have incorporated J. W. Fowler Drug Co., with capital of \$25,000.

Louisville—Bolt and Iron Works.—Louisville Bolt & Iron Co., reported last March to rebuild its burned plant, has increased capital from \$150,000 to \$350,000, and will erect plant for the manufacture of steel sheets. Plans and specifications for building have been completed and site secured adjoining company's present plant; equipment will include two 300-horse-power engines, four waste-heat boilers, 26-inch muck mill, squeezer, finishing mills, etc.

Midway—Hemp Factory.—Cogar & Co. will build hemp factory.

Mt. Sterling—Oil and Gas Wells.—St. Louis Oil & Gas Co., lately incorporated, will develop oil and gas on tract of 3200 acres in Bath county. Drilling will be done by contract. C. T. Embry of Olympia, Ky., will be in charge.

Richmond—Distillery.—Kentucky Distilleries & Warehouse Co. will erect new distillery.

Smithland—Flour-spar Mine.—Pittsburg Mining Co. has discovered and will develop flour-spar on its property.

Somerset—Electric-light Plant and Ice Factory.—H. C. Hubbell of Xenia, Ohio, has purchased controlling interest in Somerset electric plant and will reorganize company, install entirely new plant and an ice factory in addition.

West Liberty—Oil Wells.—Licking River Valley Oil & Gas Co. has increased capital from \$50,000 to \$200,000. Company has leased 25,000 acres of land in Morgan and adjoining counties, and will develop at once.

## LOUISIANA.

Alexandria—Cotton Mill.—Alexandria Cotton Mills has been organized, with capital of \$75,000, and Paul Lisso, president; I. W. Sylvester, secretary, to establish plant. It is contemplated to remove an Arkansas mill to Alexandria.

Baton Rouge—City contemplates either buying the present system of water-works or constructing new system; J. R. Mayer, chairman water committee.

Estherwood—Rice Mill.—Mutual Rice Milling Co., Limited, has organized, with paid-up capital of \$50,000, and Wm. Hoyt, president; Geo. Wolverton, vice-president; S. G. Watkins, secretary; E. T. Hoyt, treasurer. The contract is let for rice mill to be completed before November.

Morse—Rice Mill.—A \$50,000 company has organized and let contract for machinery for rice mill; plans and specifications are being prepared for buildings; A. J. Malbous, president; C. H. Wright, vice-president; C. F. Matthews, secretary-treasurer.

New Orleans—Bed and Mattress Factory.—P. J. Nevin will erect and equip mattress and spring-bed factory at Notre Dame and Tchoupitoulas streets; W. T. Carey & Bro. have contract to erect \$25,000 building; equipment will cost about \$25,000.

New Orleans—Copper Works.—Columbia Copper Co., now mining at Globe, Ariz., will build in New Orleans a plant for concentrating, roasting and otherwise preparing lead for market. A. L. Steinhilber of St. Louis, Mo., is president.

Rayne—Electric-light Plant and Water-works.—City has voted issue of the \$20,000 of bonds previously reported for erection of electric-light plant and water-works. Address "The Mayor."

Ruston—Railroad Shops.—Arkansas Southern Railway will rebuild at once its \$30,000 machine shops, lately burned.

St. Martinsville—Electric Plant, Water-works, etc.—City will issue bonds for water-works, electric plant and school. Address H. P. Fournet.

Sunshine—Sugar and Syrup Mill.—Theodore Landry has acquired Magnolia Sugar Mill and will operate same, doubling capacity of present plant.

## MARYLAND.

Baltimore—Shoe Manufacturing.—United Shoe Manufacturing Co. has been incorporated, with capital of \$25,000, by Herman Sadler, Philip C. Galster, S. Marshall Kronheimer and others.

Baltimore—Rolling Mill.—Baltimore Rolling Mill Co., fully reported April 17, has purchased five-acre site for its proposed plant at about \$35,000. Plans are now being made for construction of buildings, which will be contracted for soon; main shop, 153x352 feet; also will soon let contracts for machinery. Plant as previously reported is to have 10-inch and 18-inch train at the start, for an annual output of 20,000 to 25,000 tons of bar metal; Harry Wehr, president, and Chas. G. Phillips, vice-president treasurer; offices, 604 Continental Trust Building.

Baltimore—Massaging Machinery.—J. S. J. Healy, Michael A. McCormick, Michael Mullin and others have incorporated Ophthalmic Oscillator Manufacturing Co. to manufacture a machine for massaging the eye; capital stock \$10,000.

Baltimore—Structural Plant.—Lauer & Harper Company has purchased site 400x500 feet for erection of structural iron and steel plant; main shop will be 60x100 feet for bridge and building material, power-house 30x50 feet, office building 30x50 feet; improvements will cost about \$25,000. W. J. Lauer is president.

Baltimore—Envelope Factory.—University Envelope & Paperette Manufacturing Co. of Philadelphia, Pa., is reported to have completed plans to establish \$150,000 factory in Baltimore; building is to cost \$50,000, and be furnished by local investors. W. F. Leland & Co., 113 East Lombard street, Baltimore, can give information.

Barton—Coal Mines.—Moscow-George's Creek Mining Co. has incorporated, with \$150,000 capital, and will begin development of an extensive coal tract near Barton, which was purchased last week for \$22,000.

William A. Somerville of Frostburg, Md.; Archibald T. B. Somerville, A. L. Shults of Pittsburg, Pa.; John S. Askey, Hugh Scott and Clinton Brotemarkle of Lonaconing, Md., are the directors.

Centerville—Oil Wells.—Augustus R. Lender and Baltimore and Washington (D. C.) parties have formed syndicate to sink test wells for oil. It is said 4500 acres have been purchased and optioned.

Cumberland—Tinplate, etc., Works.—The mills of the N. & G. Taylor Co. and steel plant of the Maryland Sheet & Steel Co. will resume operations at once, after an idleness of a few days for repairs and improvements.

Halfway—Grain Elevator, etc.—Cumberland Valley Railroad Co. will erect new elevator and warehouse at Halfway, also new scales and coal bins; H. A. Riddle, general passenger agent, Chambersburg, Pa.

Oakland—Water-works.—H. G. Fredericks of Millersburg, Pa., and L. T. Yoder of Pittsburg, Pa., have made a proposition to install system of water-works at Oakland.

Washington—Brick Works.—West Bros. Brick Co. has been incorporated, with capital of \$50,000, for manufacture of bricks, by H. P. West (president), Cuno H. Rudolph and others.

#### MISSISSIPPI.

Aberdeen—Cotton Mill.—Aberdeen Cotton Mills will be organized by A. J. Brown and associates, with capital stock of \$200,000, to build plant of 15,000 spindles and 350 looms.

Coshoma County—Cotton Manufacturing, etc.—Roundaway Manufacturing Co. has been organized, with capital stock of \$150,000, for manufacturing the various cotton products, by Stuyvesant Fish, J. T. Harahan, J. C. Welling, A. A. Sharpe, E. F. Wallace and W. L. Smith, all of Chicago.

Gulfport—Machine Shops, etc.—Gulfport & Ship Island Railway Co. is making extensive improvements in its car shops. Other improvements include erection of paint shop and installation of new machinery for enlarging boiler and machine shops. Company was reported in our issue of December 5 as improving its harbor and docks, preparatory to expending \$2,000,000.

Lumberton—Ice Factory.—W. S. Temple has purchased and will operate plant of Lumberton Ice & Coal Co.

Lumberton—Brick Works.—A. F. Graham Brick Co., manufacturing 35,000 bricks a day, has been incorporated.

Lumberton—Lumber Mill.—Pole Stock Lumber Co. has been organized, purchased large tracts of timber lands, and will erect saw-mills for developing the property.

Meridian—Cotton Mill.—Meridian Cotton Mills has contracted for the \$40,000 of additional machinery recently noted; will include 280 spindles, 200 horse-power increase in steam plant, etc.

Sardis—Brick and Tile Works.—J. C. Kyle, J. Q. West, J. R. Buchanan and others have incorporated Sardis Brick & Tile Co., with capital of \$10,000, to build plant; machinery has been ordered.

Sardis—Machine Shops.—T. B. Trotter is building machine shop and spoke factory.

West—Mineral-land Development.—Southern Stone & Development Co., organized by J. J. Cain, Watt W. Cain, L. P. Bell, George Wade and others, will, in conjunction with Standard Land & Mining Co. (capital stock \$1,000,000), begin soon the development of the mineral resources of Attala and Holmes counties.

Woodville—Oil Mill.—Woodville Oil & Manufacturing Co., recently incorporated, will install two-press mill with fertilizer attachment. Contract for machinery has been awarded.

#### MISSOURI.

Fayette—Water Supply.—City will probably appropriate \$5000 for sinking wells for water supply. Address "The Mayor."

Kansas City—Irrigation.—Pawnee Lake & Irrigation Co. has amended charter, changing name to Lake Stiffwell Irrigation Co. and increasing capital stock from \$1,500,000 to \$2,000,000. J. McD. Twimble and W. J. Hall are among incorporators.

Kansas City—Electric-light Plant and Sewers.—City will vote on proposition to issue \$100,000 of bonds for completion of the O. K. sewer as a joint district sewer on July 1, when the question of an issue of \$400,000 of bonds to acquire a municipal electric-lighting plant will also be voted on. Address "The Mayor."

Kansas City—Potato Company.—Kansas City Potato Co. has been incorporated, with capital of \$30,000, by T. C. Bottom, O. C. Evans, Joseph Weston and others.

Kansas City—Cattle Company.—Cherry Valley Cattle Co., with capital of \$25,000, has been incorporated by Chas. E. Hill of Inde-

pendence, Mo.; Emanuel Ettlinger of Kansas City and others.

St. Louis—Basket and Box Factory.—St. Louis Basket & Box Co. has awarded contract for erection of its proposed \$50,000 factory; four separate buildings, two stories each, covering a floor space of 32,000 square feet.

St. Louis—Electric-light and Power Company.—Union Electric Light, Heat & Power Co. has been incorporated, with capital stock of \$10,000,000. It is the consolidation of Imperial Electric Light, Heat & Power Co. and Citizens' Electric Lighting & Power Co.; directors, E. C. Bruckman, H. P. C. Coats, S. B. Way and others.

#### NORTH CAROLINA.

Asheville—Finishing Plant.—John J. Hare, N. L. Bishop and Dwight Seabury of Providence, R. I., are reported as to establish bleaching and general finishing plant for cotton goods.

Chapel Hill—Knitting Mill.—Blanche Hosiery Mill Co., reported incorporated recently, has installed thirty machines; company is also erecting a building into which it will remove and then increase equipment and erect dyehouse. W. E. Lindsay is secretary.

Charlotte—Wagon Factory.—W. B. Ryder and associates are organizing \$100,000 company for erection of large wagon factory.

Dunn—Electric-light and Water Works.—City contemplates installing water-works and electric-light plant. Address "The Mayor."

Goldboro—Steel Bridge.—Southern Railway will construct steel bridge across Little river; Frank S. Gannon, general manager, Washington, D. C.

Graham—Cotton Mill.—Jas. V. Pomeroy of the Oberon Mills Co., reported last week, writes that plans of the enterprise are not sufficiently advanced as yet to warrant announcements; capitalized at \$200,000, of which \$75,000 is paid in.

Greensboro—Sewer.—E. Bandy, city engineer, is preparing plans and specifications for construction of about four and one-half miles of sewer. Plans will be ready about June 1, when bids will be asked.

Greensboro—Cigar Factory.—American Cigar Co. (New York, N. Y.) will make arrangements for establishing branch factory at Greensboro.

Greensboro—Water-works Improvement.—"Water and Light Committee" of city council has about concluded negotiations for a 200,000-gallon steam water standpipe, and the filtering plant arranged for some time ago is about completed.

Hildebran—Cotton Mill.—Henry River Manufacturing Co., recently reported incorporated, will build mill to have 3000 spindles, electric-light equipment, water-power plant, etc.; capital \$65,000. Rudisill & Adersolt of Cherryville, N. C., are the contractors. M. E. Rudisill of Hildebran is general manager.

Juno—Cannery.—S. W. Radford will establish canning factory.

Mocksville—Veneering Mill.—O. L. Williams, manager of Mocksville Furniture Co., is installing veneering plant.

Mocksville—Veneer Mill.—O. L. Williams is erecting veneer mill with capacity of 25,000 feet daily.

Mt. Airy—Lumber Company.—Bell Lumber Co. has been incorporated, with capital of \$30,000, by J. R. Bell, L. A. Bird and R. Kornegay.

New Berne—Lumber Company.—Chartered: Broadus & Ives Lumber Co., with capital of \$50,000.

Pittsboro—Mercantile.—Incorporated: Poe-Atwater Mercantile Co., capital \$15,000, by F. C. Poe, J. H. Ihrie, C. P. Emery and others.

Raleigh—Lumber Mill.—K. B. Johnson is rebuilding mill lately burned; is erecting buildings and superintending installation himself; daily capacity will be 10,000 to 15,000 feet; dry-kilns, planing mill, lathe and shingle machines will also be in position.

Salisbury—Cannery.—Incorporated: Salisbury Canning Co., \$4000 capital, by D. L. Avery, M. L. Bean, James Mayoh and S. F. Lord, incorporators.

Shelby—Cotton-oil Mill.—J. P. Dellinger, W. T. Calton and associates will erect cottonseed-oil mill.

Stateville—Mantel Factory.—G. Karcher will establish a mantel factory.

Statesville—Elevator and Warehouse.—Statesville Flour Mills will erect two-story brick warehouse 80x100 feet and grain elevator with capacity for 50,000 bushels.

Tarboro—Guano Company.—C. A. Johnson of Tarboro, C. P. Burroughs, W. S. Royster and F. S. Royster of Norfolk, Va., have in-

corporated Royster Guano Co., with capital of \$20,000.

Wadesboro—Clothing Company.—G. W. Huntley, J. A. Leak, G. B. Lockhart and others have incorporated Wadesboro Clothing & Shoe Co., with capital of \$10,000.

Wilson—Cotton Oil Manufacturing.—T. J. Hadley, Thos. Felton, W. L. Felton and others have incorporated Farmers' Cotton Oil Co., with capital stock of \$100,000, for cotton oil manufacturing, etc.

Wilson—Publishing.—P. D. Gold Publishing Co., with capital of \$25,000, by P. D. Gold and others.

#### SOUTH CAROLINA.

Abbeville—Cotton Mill.—John R. Blake, R. E. Hill and others propose organizing a cotton-mill company; \$20,000 has been subscribed.

Aiken—Planing Mill, etc.—W. F. Doby is erecting planing mill, sash, door and blind factory.

Anderson—Cotton Mill, etc.—It is said that J. J. Fretwell contemplates developing an extensive water-power on Tugaloo river and erecting a large cotton mill to utilize said power. An engineer has estimated that 6000 to 10,000 horse-power is available at site proposed.

Belton—Cotton Mill.—Belton Mills was announced in issue of March 27 as to double its 27,000 spindles and 300 looms. Details have been completed and contract awarded for mill No. 2, to have 25,000 spindles and 600 looms (instead of as above stated), which increases equipment to 51,000 spindles and 1300 looms. J. W. Cagle has contract to erect main building; Vaughn & Co., contract for cottages. Capital has increased from \$400,000 to \$700,000, paid in.

Blacksburg—Knitting Mill.—Blacksburg Spinning & Knitting Co. will install additional machinery.

Clio—Ginnery.—Clio Ginnery Co. has been incorporated, with capital of \$8000, by E. Sternberger, Jos. Strauss, H. E. Welles and others.

Florence—Ginnery and Oil Mill.—Southern Cotton Oil Co. (general offices, Birmingham, Ala.) has let contract for rebuilding its burned plant; new mill will have a capacity of forty tons, with ginnery attached.

Greenville—Cotton Mill.—Woodside Cotton Mill will be organized, with capital stock of \$200,000, and build plant. John T. Woodside will be president, and J. D. Woodside, treasurer.

Laurens—Depot.—Charleston & Western Carolina Railway and Columbia, Newberry & Laurens Railway will expend \$15,000 for erection of freight depot and other improvements.

Laurens—Cotton Mill and Water-power Development.—Ware Shoals Manufacturing Co., reported last week to develop water-power and erect 25,000-spindle mill, etc., has incorporated, with capitalization of \$500,000, of which \$100,000 has been subscribed by local investors. N. B. Dial (president), J. O. C. Fleming, W. R. Richey and Joseph T. Johnson of Laurens, W. B. Smith Whaley of Columbia, S. C., and T. R. McGhan of Charleston are incorporators.

Rich Square—Mill and Gin.—Incorporated: Farmers' Ginning & Milling Co., \$30,000 capital, by J. T. Bolton, L. W. Boyce, M. Bolton, W. H. Evans and others.

Ridgeway—Cotton Gin.—R. A. Meares will rebuild cotton gin burned last year.

Sumter—Mercantile.—Chartered: Horn Dry Goods Co., with capital of \$5000, by W. W. Horn and others.

#### TENNESSEE.

Bristol—Depot.—Norfolk & Western and Southern railways will build union passenger station; Frank S. Gannon, Washington, D. C., manager of Southern.

Chattanooga—Cottonseed-oil Mills, Refineries, etc.—G. N. Henson and W. B. Riddell of Chattanooga, Tenn.; U. S. G. Cherry and others of Pierre, S. D., have chartered Mutual Cotton Oil Co., with authorized capital of \$4,000,000. Company owns cottonseed-oil mills in South and West; will erect additional mills, also refineries, etc. G. N. Henson can be addressed.

Chattanooga—Wagon Company.—Chattanooga Wagon Co. has increased capital from \$100,000 to \$200,000.

Columbia—Phosphate Mines.—Virginia-Tennessee Phosphate Co. has incorporated, with capital of \$150,000, to develop phosphate mines. J. E. R. Carpenter, P. M. Estes, W. V. Wilson, M. P. Estes and J. V. Cabell are incorporators.

Dresden—Electric-light Plant.—J. H. Elder will install electric-light plant.

Dyersburg—Electric-light Plant and Water-

works.—Granberry Jackson, Nashville and Tullahoma, Tenn., will prepare plans, etc., for municipal water and light plant at Dyersburg, for which \$50,000 in bonds was recently issued. Specifications will be ready in about thirty days, and requests for same should be addressed to Mr. Jackson at Tullahoma or W. A. Fowkes, Jr., mayor.

Elizabethton—Lumber Mills.—Brooks Lumber Co. has been incorporated, with capital of \$25,000, by J. N. Edens, John N. Shoalbrew, H. M. Tolson and others.

Henry—Saw-mill, etc.—Herron & Williams (Mr. Herron of McKenzie, Tenn., and Mr. Williams of Paris, Tenn.) are establishing new town to be known as Herrondale; timber lands will be developed; saw-mill has been erected, and other improvements are being made.

Jackson—Boiler and Engine Works.—Southern Engine & Boiler Co. has increased capital from \$75,000 to \$200,000. Company was previously reported as making extensive enlargements.

Jackson—Cotton Mill.—Jackson Fiber Co. has awarded contracts for its additional machinery, reported in February last; there will be 2048 spindles, 132 looms and complement; mill now has 22,000 spindles. About \$100,000 is being expended, under supervision of J. B. Young, superintendent.

Johnson Stand (P. O. Crossville)—Coal Mines.—R. M. Bodley, W. C. Collier, John Staples and associates, who recently purchased large tracts of coal lands, will begin at once developments. J. H. Bowling will direct operations.

Knoxville—Construction.—Knoxville Construction & Equipment Co. has been incorporated, with capital of \$10,000, by John B. Clothier, J. W. Coburn, W. T. Goffe and others.

Knoxville—Planing Mill.—Osborn Planing Mill Co. has increased capital from \$15,000 to \$50,000.

Lebanon—Electric-light Plant.—Granberry Jackson, Nashville and Tullahoma, Tenn., has been employed as consulting engineer for improvements in municipal electric plant, for which \$5000 is available.

Memphis—Horse-collar Factory.—Couch Bros. & J. J. Egan Company will erect large horse-collar factory at Memphis, to be operated in connection with its West Point (Ga.) and Iowa factories. Two-story brick building and two-story warehouse will be erected.

Memphis—Mercantile.—Stewart-Gwynne Company, with capital of \$100,000, has been incorporated by A. D. Gwynne and others.

Memphis—Electric-light Plant.—The purchasers of Equitable Gaslight Co. and Memphis Light & Power Co., reported at length in these columns recently, will expend \$100,000 in improving and enlarging the plants; improvements include laying of forty miles of additional pipe. Gen. S. T. Carnes, general manager, may be addressed.

Memphis—Elevator and Warehouse.—W. A. Eldridge, G. W. Macrae, J. M. Hill, E. B. McHenry and others will build storage warehouse and elevator to cost \$110,000.

Memphis—Railway Machine Shops.—Illinois Central Railroad will expend \$500,000 in erection of large shops for rebuilding engines, building and rebuilding flat and box cars. M. Gillespie, assistant general superintendent, may be addressed.

Memphis—Wheelbarrow Factory.—Lansing (Mich.) Wheelbarrow Co., E. W. Sparrow, president, capitalized at \$415,000, will erect factory at Memphis, duplicating its Lansing plant, for the manufacture of wheelbarrows, skids, trucks, etc.

Memphis—Molasses Cannery.—King & Marine, No. 338 Front street, contemplate establishing molasses cannery.

Nashville—Chewing-gum Factory.—Valentine Manufacturing Co. has been incorporated, with capital of \$200,000, for manufacture of chewing gum, candy, etc., by J. L. Valentine, W. C. Ferrell, D. P. Wrenne and others. Company succeeds Valentine & Co., and will double the plant's capacity.

Nashville—Corn and Cereal Mill.—Edgar M. Hayes, secretary Richland Mills, writes that his company will build corn and cereal mill to replace plant recently burned, with capacity of 500 to 1000 bushels per day. Bids for erection of plant will be considered.

Nashville—Phosphate Mines.—Virginia-Tennessee Phosphate Co. has been incorporated, with capital of \$150,000, by J. E. R. Carpenter, P. M. Estes, W. V. Wilson and others.

Nashville—Casket Factory.—National Casket Co. has purchased site at \$11,000 for erection of its proposed \$75,000 casket factory; two four-story buildings will be erected.

Pembroke—Water-works.—System of water-works will probably be constructed. Address E. A. Hall.

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Lewisville—ville Roller incorporated, Kealy, S.



South Pittsburg—Foundry.—Blacklock Foundry has built an addition and installed machinery for doubling capacity.

South Pittsburg—Saw-mill.—Nashville parties have purchased timber on 6500 acres of land near South Pittsburg, and will organize company for erection of band-saw mill to cut the timber. J. R. McElwaine of Nashville is interested.

#### TEXAS.

Alto—Orchard Company.—Morrill Orchard Co. has been incorporated, with capital of \$50,000, by Wm. W. McFarland, Harry H. Fisher of Chicago, T. L. Farris of Alto and others.

Beaumont—Agricultural Company.—La Blanco Agricultural Co. has been incorporated, with capital of \$100,000, by T. J. Hooks, J. B. Hooks, W. W. Cruse and others.

Beaumont—Bottling Works.—Chartered: Crown Bottling Co., with capital of \$10,000, by J. R. Fuqua, B. Milmo and St. John Butler.

Beaumont—Mercantile.—Chartered: Andrus-Park Grocery Co., with capital of \$25,000, by Thomas Andrus and others.

Beeville—Cotton-oil Mill.—A. C. Jones, V. Kohler, W. H. Simms and J. C. Beasley are among those interested in the \$25,000 stock company lately reported being organized for erection of cottonseed-oil mill.

Bivens—Lumber Mill.—Grogan Manufacturing Co., with capital of \$10,000, has been chartered for manufacture of lumber, by J. G. Grogan, J. L. Grogan and T. M. Cochran.

Brenham—Medicine Factory.—Universal Remedy Co. has been incorporated, with capital of \$5000, by D. C. Giddings, Jr., H. F. Hohlt, W. A. Word and others.

Brownwood—Mercantile.—Chartered: Thomson Grocery Co., with capital of \$25,000, by D. H. Trent and others.

Bryan—Electric Plant and Water-works.—Samuel M. Winters has applied for franchise for electric-light plant and water-works.

Cisco—Mercantile.—Chartered: Ward-Douglas Company, with capital of \$50,000, by S. D. Ward and others.

Clear Lake—Gin and Cotton Company.—F. C. Callier, E. J. Gannon and E. R. Callier have incorporated Clear Lake Gin & Cotton Co., with capital of \$5000.

Copperas Cove—Gold Mine.—J. R. Allen & Sons have leased 1000 acres of land, and will develop for gold.

Crockett—Gin and Grist Mill.—East Texas Ginning & Milling Co., with capital of \$25,000, has been chartered by Thomas Self, I. A. Daniel, A. H. Wootters and others.

Cuero—Mercantile.—Cuero Mercantile Co. has been incorporated, with capital of \$10,000, by James Holman and others.

Cumby—Lumber Company.—Cumby Mercantile & Lumber Co., with capital of \$21,000, has been incorporated by W. F. Hull, E. D. Holland, H. J. Holland and others.

Dallas—Electric Plant.—Dallas Electric Co. will accept new franchise and soon begin erection of new plant.

Dallas—Depot.—Cotton Belt Railway will build a passenger depot.

Damon Mound—Salt Mines, etc.—Charles Fowler, C. H. Moore, E. L. Porch, James S. Waters and others of Galveston, Texas, have incorporated Damon Mound Salt & Oil Co., with capital stock of \$500,000, to develop salt and oil deposits.

Eagle Lake—Rice Lands.—S. B. Moody of La Grange, Ill.; Wm. Bard of Wisconsin and associates have purchased for \$56,000 and will develop a tract of rice land near Eagle Lake.

Eagle Lake—Rice Lands.—S. B. Moody, William Bard and Dr. H. Wallin of Chicago, Ill., have purchased 2500 acres of rice lands near Eagle Lake.

Fort Worth—Mercantile.—Chartered: North Texas Live-Stock Commission Co., with capital of \$20,000, by T. B. White, S. P. Clark and others.

Holland—Mercantile.—Chartered: Mewhinney Mercantile Co., with capital of \$20,000, by L. B. Mewhinney and others.

Houston—Dental Association.—Chartered: South Texas Dental Association, with capital of \$10,000, by F. A. King and others.

Houston.—Chartered: Houston Home Builders' Co., with capital of \$10,000, by G. A. Mecher, H. M. Brooks and S. J. Kaufman.

Jacksboro—Water-works.—J. B. Hawley, engineer, of Fort Worth, Texas, is preparing plans for system of water-works at Jacksboro.

Lewisville—Flour Mill and Elevator.—Lewisville Roller Mill & Elevator Co. has been incorporated, with capital of \$10,000, by J. A. Kealy, S. A. Kealy and B. L. Spencer.

Meridian—Cotton Mill.—N. R. Morgan, R. S. Robertson, J. W. Rudasill, O. L. Lockett and others are organizing cotton-mill company.

Murphy—Gin and Cotton Company.—Chartered: Murphy Gin & Cotton Co., with capital of \$8000, by F. C. Callier, E. J. Gannon and E. R. Callier.

Nacogdoches—Compress, etc.—Nacogdoches Compress & Warehouse Co. has increased capital from \$21,000 to \$42,000.

Navasota—Buggy Factory.—Ahrenbeck Bros. are preparing to erect wagon and buggy factory.

Paris—Telephone Company.—Citizens' Telephone Co., with capital of \$12,000, has been incorporated by O. H. O'Neill, R. W. Wortham and James Bastable.

Port Arthur—Hardware Company.—Chartered: Stearns Hardware Co., with capital of \$25,000, by George R. Stearns, Chas. F. Ashley, J. C. Reynolds and others.

Richardson—Gin and Cotton.—Richardson Gin & Cotton Co. has been incorporated, with capital of \$5000, by F. C. Callier, E. J. Gannon and E. R. Callier.

Rowlett—Gin and Cotton Company.—Rowlett Gin & Cotton Co., with capital of \$6000, has been incorporated by F. C. Callier, E. J. Gannon and E. R. Callier.

Seagrave—Gin and Cotton Company.—Seagrave Gin & Cotton Co. has been incorporated, with capital of \$8000, by F. C. Callier, E. J. Gannon and E. R. Callier.

Stephenville—Mercantile.—Chartered: W. Chamberlin Company, with capital of \$10,000, by W. Chamberlin and others.

Wharton—Sugar Company.—Wharton Sugar Co., with capital of \$20,000, has been incorporated by J. E. McGuire, G. C. Clifford and C. W. Jones.

Wharton—Sugar Mill.—Wharton Sugar Co. has been incorporated, with capital of \$30,000, by J. E. McGuire, C. W. Jones and G. C. Gifford.

#### VIRGINIA.

Alexandria—Light Plant, etc.—City will issue \$50,000 of bonds for improvements to light plant and streets. Address "The Mayor."

Front Royal—Orchard Company.—Chester Gap Orchard Co. has been incorporated for raising and shipping fruits and vegetables, by H. A. Walker, E. W. S. Walker, Chas. W. Warden of Staunton, Va., and others.

Glasgow—Coal Elevator.—Chesapeake & Ohio Railroad Co. will erect coal-hoisting elevator at Glasgow; C. E. Doyle, general manager, Richmond, Va.

Lexington—Light and Power Plant.—Lexington Light & Power Co. will make extensive improvements.

Martinsville—Tobacco Factory.—Rucker & Witten Tobacco Co. of Martinsville and Hadley-Smith Company of Mt. Airy, N. C., have consolidated under name of former company; Pannill Rucker, president; A. D. Witten, vice-president, and C. B. Keesee, secretary-treasurer; capital stock \$500,000. Company will erect a new factory at Martinsville.

Norfolk—Publishing.—Public Ledger Publishing Co. has been incorporated, with capital of \$50,000, and Walter A. Edwards, president; Jos. G. Fivesh, vice-president, and John E. Macwell, secretary-treasurer.

Norfolk—Plaster Factory.—Norfolk Flexible Plaster Co., reported recently as incorporated, will manufacture a patent wall plaster. R. Calvert Taylor, 30 Commerce street, is president and general manager, and may be addressed for full particulars.

Norfolk—Creosoting Works.—Hampton Roads Creosoting Co. has completed organization, with capital stock of \$150,000, and Edmund Christian of Richmond, Va., president; Percy A. Smith, secretary-treasurer. Company proposes to impregnate piles, telephone and telegraph poles, cross-arms and conduits with creosote oil. Machinery for manufacture of conduits for underground wires has been installed, and the tubing plant will be ready for operation within a few days.

Norfolk—Candy Factory.—Bosman & Lohman will rebuild their candy factory recently burned. They will construct buildings under their own supervision. No contracts will be awarded before June 15.\*

Norfolk—Paper-box Factory.—Nottingham & Wrenn Company will build new and larger factory buildings and equip for manufacturing paper boxes. H. I. Dwyer is preparing plans and specifications for structure.

Pamplin City—Telephone System.—Company reported lately as organized with L. R. Ford, president (under Madisonville, Va.), is known as the Union Telephone Co., and will commence work on construction of its lines at once.\*

Richmond—Tobacco Factory.—Continental Tobacco Co. (general offices, New York city) has purchased site for six-story brick building 84x646 feet, to cost about \$200,000; equipment for manufacturing tobacco will be installed.

#### WEST VIRGINIA.

Belington—Electric Plant, etc.—Belington & Alston Light & Water Co. has been incorporated to supply light, heat and power by means of electricity, with capital of \$100,000, by F. Teter, J. A. Vequesky, L. B. Lovett and others.

Berkeley Springs—Coal Mines.—Rushview Coal Co. has been incorporated, with capital stock of \$200,000, for development of coal mines, by G. W. Bliser, Allen M. Mendhill, S. F. Shelley and others.

Cameron—Coal Mines.—J. L. Phillips has purchased for Uniontown (Pa.) parties 6000 acres of coal lands near Rock Lick.

Cameron—Water-works.—Town has engaged E. J. Miller, Masonic Temple, Wheeling, W. Va., as engineer in charge of constructing its proposed water-works. Specifications are now available, and bids on supplying materials are to be opened next month. C. Y. McCordie is town recorder.\*

Charleston—Lumber Mills.—Blue Creek Manufacturing Co. has been incorporated, with capital of \$10,000, for manufacture of lumber, by J. F. Kirtley of Scurry, W. Va.; A. B. Lewis, J. E. Scaggs and others.

Charlestown—Lumber Mill.—Blue Creek Manufacturing Co. has been incorporated, with capital of \$10,000, for manufacture of lumber, by J. F. Kirtley of Scurry, W. Va.; A. B. Lewis, J. E. Scaggs and H. L. Wehrle of Charlestown.

Clarksburg—Real Estate.—Capitol Land Co. has been incorporated, with capital of \$25,000, by Amos Payne, W. C. McKeehan, M. J. Bartlett and others.

Clarksburg—Steel Mill.—Riverside Development Co. is negotiating for the establishment of a large steel mill.

Elkins—Water-works.—Rosser & Castoe of Bellaire, Ohio, have contract for erecting pumping plant for Elkins water-works.

Elkins—Oil Wells.—Middle Fork Oil Co., organized with Davis Elkins, president; C. H. Livingstone, vice-president; Howard Southerland, secretary and treasurer, has commenced development of oil properties.

Fairmont—Water-works.—City will issue \$30,000 of bonds for pumping station, stand-pipe, etc. Address "The Mayor."

Fayetteville—Coal Mines.—Plum Orchard Coal Land Co. has been incorporated, with capital of \$100,000, by J. A. Boone, James D. Boone of Fayette, Albert Young, Cyrus Phillips and Robt. Sweet of Charleston and others, to open coal mines.

Hundred—Water Supply.—T. B. Hamilton has contract for construction of water-works system, as recently reported.

Milton—Gas and Oil Wells.—I. J. Harshbarger, Huntington, W. Va.; W. L. White, S. J. Kane, J. E. Irwin and J. W. Harshbarger of Milton have incorporated Cabell Oil & Gas Co., capital stock \$50,000, to develop oil and gas wells.

Morgantown—Glass Works.—West Virginia Plate Glass Co. has been incorporated, with authorized capital of \$1,000,000, for establishment of large glass works, by L. B. and F. S. Brockett of Allegheny, Pa.; Geo. C. Sturgiss, Emil Schultz and Frank P. Corbin of Morgantown.

Morgantown—Coal Mines.—J. E. & J. R. Barnes and George L. Hibbs of Uniontown, Pa., have purchased 6000 acres of coal land in Monongalia county, and will develop same at once. It is stated that a test hole gave an eight-foot core of clean merchantable coal.

Northfork—Ice and Cold-storage Plant.—Flat Top Ice & Cold Storage Co. will rebuild at once its plant, reported burned; will be of thirty tons capacity. Contracts for machinery, building and construction will be let at once. Architect and engineer not engaged.

Point Pleasant—Gas and Oil Wells.—Panhall Oil & Gas Co. has been incorporated, with capital stock of \$5,000,000, by A. N. Walker, Scranton, Pa.; Geo. R. Heisey, Lancaster, Pa.; Amos Zeigler, Rowenna, Pa.; Henry C. Lusser and J. W. Shepard of Salem, Va., to develop oil and gas property.

Sutton—Light and Fuel Company.—Chartered: The Light, Fuel & Power Co., with capital stock of \$2,500,000, by Henry J. Roberts of New York, Chas. E. Bonwell of Burnsville, W. Va.; W. E. Haymond of Sutton and others.

Wellsburg—Glass Works.—Eagle Glass Co. will rebuild its works, recently burned at a loss of \$40,000.

Welsh—Coal Mines and Coke Ovens.—

United States Coal & Coke Co. has decided on locations for eight mines and 1200 coke ovens in the Tug river district. Company will begin manufacture of coke in December, and the initial output is to be 3000 tons per day. Headquarters at 71 Broadway, New York.

West Virginia.—To Purchase Coal Fields.—Dispatch from Boston, Mass., states that United States Oil Co. has called a meeting for June 2 to vote on changing title to United States Coal & Oil Co., increasing capital by \$2,250,000 and purchasing Island Creek Coal Co., controlling 30,000 acres of bituminous coal land. In a letter to stockholders United States Oil Co. states that the Island Creek Company has \$3,500,000 capital, and no indebtedness; that it will provide \$300,000 for construction of branch railroad to Norfolk & Western Railroad, and \$500,000 to equip and open mines for an annual production of 2,000,000 tons.

Wheeling—Stove and Range Works.—Chartered: Wheeling Stove & Range Co., with capital of \$100,000, to manufacture stoves, etc., by W. E. Whitaker, Alex. Glass, G. C. Reppetto and others.

#### INDIAN TERRITORY.

Tishomingo—Construction Company.—Incorporated: Capital Construction Co., capital \$10,000, by J. J. Harris, N. B. Colbert and others.

#### OKLAHOMA TERRITORY.

Alva—Light and Power Plant.—Alva Light & Power Co. has been incorporated, with capital of \$20,000, by Robert E. Erveen of Clayton, N. M.; Noel R. Gascho of Alva and others.

Guthrie—Mining.—Chartered: Palmetto Mining Co., capital \$125,000, by J. C. Strang and Chas. H. Woods of Guthrie, J. R. Burton of Abilene, Kan.; C. L. Rains, J. S. Norman and W. D. Ford of Galena, Kan.

Oklahoma City—Development Company.—University Development Co. has been incorporated, with capital of \$200,000, by F. B. Zeigler, C. F. Colcord, Anton Classen and others.

Sayre—Gin and Grist Mill.—Sayre Gin & Milling Co. has been incorporated by H. R. and F. W. Bell, J. W. Culwell, David Thorpe and others; capital \$10,000.

#### BURNED.

Baltimore, Md.—A. J. Sackett's machine shops; estimated loss \$5000.

Gulf, N. C.—R. R. Segrove's saw-mill.

#### BUILDING NOTES.

Baltimore, Md.—Home.—F. J. Bennett has contract at \$10,000 for remodeling Margaret J. Bennett Home.

Baltimore, Md.—Church.—Joseph Schamberger has contract for erecting edifice for St. Stanislaus' Catholic Church, after plans by Frank Herbert; brick building, two stories, 64x104 feet, to cost \$17,000.

Baltimore, Md.—Surgery Building.—Henry Smith & Sons have contract for erecting surgery building for Johns Hopkins Hospital—five stories, and cost \$250,000. George Archer prepared plans.

Bartow, Fla.—Hotel.—Bartow Hotel Co. has completed organization with E. M. Law, president, and J. W. Sample, secretary, and will commence work on erection of hotel.

Beaumont, Texas—Hotel.—Threadneedle Hotel has incorporated as Threadneedle Hotel Co. and increased capital from \$60,000 to \$120,000.

Birmingham, Ala.—Business Building.—Theodore Poulh has contract for erecting three-story brick building for J. G. Whitfield and others.

Birmingham, Ala.—Business Building.—H. L. McConnell will erect three-story business building to cost about \$25,000.

Charlotte, N. C.—Dwellings.—Architect McMichael is preparing plans for two dwellings for Dr. C. G. McManaway.

Chattanooga, Tenn.—Office Building.—J. W. Adams and associates have incorporated Central Chattanooga Investment Co., with capital of \$200,000, for rebuilding Adams Block and converting it into office building at a cost of \$100,000.

Denison, Texas—Roundhouse.—Houston & Texas Central Railroad will soon begin erection of proposed 14-stall roundhouse and other improvements; Jeff N. Miller, acting manager, Houston, Texas.

Elkins, W. Va.—Business Building.—Joe W. Woodford, O. H. Livingstone and others have incorporated Exchange Building Co. for erection of three-story brick business building.

Ellisville, Miss.—Bank Building.—Merchants and Manufacturers' Bank will have

plans made by Wirt P. Craft for two-story brick bank building 20x30 feet.

Gainesville, Ga.—Store Buildings.—Dr. J. H. Daniel will erect two two-story store buildings.

Georgetown, Ky.—Amphitheater.—C. R. Pollock has contract at \$1400 to erect amphitheater.

Greenville, Miss.—Store Building.—R. H. & J. A. Lake will erect store building 56x65 feet, and another building 54x100 feet.

Jackson, Miss.—Hotel.—Jackson Hotel Co. has incorporated, with capital of \$10,000, to erect hotel. J. H. Rhodes is president, and S. H. McLean, secretary.

Louisville, Ky.—Barn.—J. J. Gaffney has made plans for addition to Bourbon Stock-yards.

Louisville, Ky.—Warehouse.—McDonald & Shebley have made plans for five-story brick warehouse 65x140 feet for P. Easlee Gaubert & Co.

Louisville, Ky.—Store Building.—Frank Geher & Sons will build four-story brick store building; plans by D. X. Murphy & Bro.

Lynchburg, Va.—Storehouse.—L. S. Agnor has contract at \$5000 for erecting storehouse for W. B. Foster.

Lynchburg, Va.—Dwelling.—Wm. Beasley has let contract to R. H. Coleman at \$4000 for erection of residence.

Macon, Ga.—Business Block.—Mrs. Dempsey will erect four-story business block. Frank P. Milburn of Columbia, S. C., will have plans ready June 15. McKenzie & Son will have charge of work.

Macon, Ga.—Bank Building.—Frank P. Milburn of Columbia, S. C., will prepare plans and specifications for six-story commercial bank building. Work will commence June 1. Address McKenzie & Son, contractors.

Memphis, Tenn.—Shed.—Crescent Oil Mill Co. will erect shed to cost \$7500.

Newman, Ga.—Business Building.—Atkinson Bros. will erect two-story brick business building with glass front.

New Orleans, La.—Store Building.—Ahrens & Ott of Louisville, Ky., will build large store building.

Newport, Ark.—Depot.—Stewart Bros. are preparing plans for depot for Iron Mountain & Southern Railway.

Norfolk, Va.—Hotel.—Spottsylvania Hotel Co. will be incorporated to build \$250,000 hotel, 80x120 feet, 125 rooms; plans now ready and construction to begin within thirty days. It is reported Col. John Murphy, Murphy's Hotel, Richmond, Va., will be manager.

Norfolk, Va.—Office Building.—Nottingham & Wrenn will erect two-story office building.

Norfolk, Va.—Business Building.—C. W. Sams will erect four-story business building after plans by John K. Peebles. R. E. Baylor is general contractor.

Paducah, Ky.—Building.—William Karnes has contract at \$10,000 for erection of three-story brick building for Rhodes-Buford Company.

Pine Bluff, Ark.—Hotel.—Freidman & Keller, Paducah, Ky., have let contract to J. Fleet Jones of Pine Bluff for construction of \$6000 hotel; plans by Wm. Brainerd of Paducah, Ky.

Richmond, Va.—School.—Captain Dimmock has completed plans for improvements to Randolph street school; cost to be \$15,000.

San Antonio, Texas.—Hospital.—Physicians and Surgeons' Hospital has been incorporated, with capital of \$50,000, by Edwin Chamberlain, G. B. Moore, Marshall Hicks and others.

Savannah, Ga.—Church.—Plans of M. R. McInerney have been accepted for proposed church of Sacred Heart congregation, and call for structure 44x125 feet, of brick and granite.

Selma, Ala.—Church.—St. Paul's Episcopal congregation will build \$10,000 edifice, and has accepted plans of F. D. Kemp; building of brick and stone, with slate roof, heated by steam or hot water, etc.

South McAlester, I. T.—Bank Building.—Preparations are being made for erection of \$12,000 building for American National Bank. Bergeron & Wier prepared plans.

South McAlester, I. T.—Business Building.—Dr. G. A. Place has prepared plans for erection of three-story brick building for Col. J. J. McAlester.

Spartanburg, S. C.—Bank Building.—Merchants and Farmers' Bank has accepted plans by E. P. Howe for bank building.

St. Louis, Mo.—Warehouse.—G. Mathes & Son Rag Co. will remodel building at a cost of \$20,000 for rag warehouse.

St. Louis, Mo.—Depot.—Chicago, Rock Island & Pacific Railroad Co. is reported to

erect passenger station in St. Louis; R. R. Cable, chairman board, Chicago.

St. Louis, Mo.—School.—N. Pelligreen has contract for building two-story addition to Rose's Hall for school; cost \$16,000. Address Rev. J. J. McGlynn.

Thibodeaux, La.—Jail.—Pauly Jail Building Co. of St. Louis, Mo., has contract at \$5800 to remodel and improve jail.

Walnut Ridge, Ark.—School.—City will erect \$10,000 school building. Address A. M. Ponder.

Wynmar, Texas.—Schoolhouse.—City has voted \$7500 for building schoolhouse. Address "The Mayor."

## RAILROAD CONSTRUCTION.

### Railways.

Alken, S. C.—Work has begun on the Alken & Augusta trolley line. James U. Jackson is president of the company; office at Augusta.

Alexandria, La.—It is reported that a double track will be built on the Texas & Pacific Railway from Baton Rouge Junction to New Orleans. L. S. Thorne is general manager at Dallas, Texas.

Austin, Texas.—It is reported that the Texas & Louisiana Railway will be extended from Donovan to Natchitoches, La.

Austin, Texas.—A letter from President H. C. Rouse of the Missouri, Kansas & Texas Railway to the citizens' committee states that the company will acquire the Granger & Georgetown grade, and will build its line to Austin via Georgetown. A. A. Allen is vice-president and general manager; office at St. Louis, Mo.

Austin, Texas.—A profile of the route of the Panhandle & Gulf Railroad, which is part of the proposed Kansas City, Mexico & Orient Railway, has been filed with the railroad commission. H. C. Hord, general attorney for the line, reports about eighty miles of grading completed.

Bay City, Texas.—Ground has been broken for the Southern Pacific extension from Van Vleet to Bay City. Address W. G. Van Vleet at Houston, Texas.

Birmingham, Ala.—Vice-President Barr of the Seaboard has petitioned the city council to permit the Seaboard to build into Birmingham on Avenue A. The Birmingham Belt Railroad has also petitioned for Avenue A. The Birmingham & Atlanta Air Line Railway has also been incorporated in the interest of the Seaboard to build a line from the eastern boundary of Alabama via Birmingham to Aberdeen, Miss.

Birmingham, Ala.—General Manager J. M. Barr of the Seaboard Air Line has again been in Birmingham for several days, and it is understood the Seaboard asked a franchise for terminal facilities for an extension of the East & West Railroad, control of which was recently purchased by friendly interests.

Birmingham, Ala.—At a special session of the city council the judiciary and street railroad committee made a favorable report upon the application of the Birmingham & Atlanta Air Line Railroad, the Seaboard's extension, for franchises in Birmingham, and the report was adopted. J. M. Barr, vice-president and general manager of the Seaboard, stated that the survey for the extension of the East & West Railroad from Coal City to Birmingham had begun. Mr. Barr's office is at Portsmouth, Va.

Birmingham, Ala.—Mr. J. M. Elliott, Jr., one of the incorporators of the Alabama, Tennessee & Missouri Railway, writes the Manufacturers' Record that the line is to extend from Gadsden to a point on the Tennessee river, and as soon as the engineers locate the road it will be built.

Bon Air, Tenn.—An engineer corps of the Nashville, Chattanooga & St. Louis Railway is surveying for a 10-mile railroad to the Green place, where coke ovens are to be built by the Bon Air Coal & Iron Co.

Charleston, W. Va.—The Champion Coal & Coke Co. of Laurel Creek is to extend its railroad about two and one-half miles to new mines.

Charleston, W. Va.—The Blue Creek & Belva Railroad Co. has been incorporated at Charleston to build a line from Blue Creek, in Kanawha county, to Belva, in Nicholas county. George R. Woodward of Pennfield, Pa., and others are the incorporators.

Charleston, W. Va.—The Charleston, Parkersburg & Western Railroad has been incorporated by E. B. Neal, R. S. Spilman and others of Charleston to build a railway from Charleston to Parkersburg.

Chattanooga, Tenn.—The Central of Georgia Railway has secured land for terminals in Chattanooga. T. D. Kline is general superintendent, with office at Savannah, Ga.

Chattanooga, Tenn.—It is reported that the Chattanooga Southern Railroad will build south to connect with the East & West Railroad, recently bought for the Seaboard. W. W. Kent is general manager; office at Chattanooga.

Chihuahua, Mexico.—A contract is to be awarded by the Kansas City, Mexico & Orient Railway for twenty kilometers west of Minaca, in addition to fifty kilometers east of Chihuahua.

City of Mexico.—Dwight Furness has obtained a concession for a railway from Ocotlan, on the Mexican Central, to Jamay, on Lake Chapala.

Columbia, S. C.—Application has been made for a charter for the Charleston, Suburban & Summerville Railway Co. to build a line twenty-eight miles long. John J. O'Connell and others of Charleston and Harlan Page of Philadelphia are interested.

Columbus, Ga.—The Columbus, Gulf & Eufrata Railway will, it is announced, be extended to Birmingham. W. A. Hawkins is president, Columbus, Ga.

Denison, Texas.—The Houston & Texas Central is to enlarge its yards and extend its tracks.

Fort Worth, Texas.—The St. Louis & San Francisco Railroad is securing rights of way on the line surveyed from a point eight miles north of Denison to Coalgate, I. T., whither the Rock Island is also projecting a line. B. L. Winchell is general manager of the St. Louis & San Francisco, with office at St. Louis. The offices of the Chicago, Rock Island & Pacific are at Chicago.

Frankfort, Ky.—The Kentucky & Tennessee Railroad Co. has been incorporated by Justus S. Stearns and others of Ludington, Mich., to build a line about eighteen miles long through coal lands.

Frankfort, Ky.—The Kentucky Northern Railroad Co. has filed articles of incorporation to build a line through Estill and Lee counties. T. D. Buhle of Detroit, Mich., and others are the incorporators.

Galveston, Texas.—Preparations are being made to rebuild the Gulf & Interstate Railroad from White's Ranch to Bolivar Point. J. P. O'Donnell is receiver.

Guthrie, Okla.—It is reported that the Atchison, Topeka & Santa Fe Railway will extend its line from Erin Springs to Lawton, and thence to Texas. H. U. Mudge is general manager; office at Topeka, Kan.

Harlan, Ky.—The Southern Railway Co. has secured right of way from Middleboro to Harlan for a line to go up the Clover fork of the Cumberland river. C. H. Ackert is general manager; office at Washington.

Huntington, W. Va.—A contract has been awarded to Carpenter, Wright & Co. for building the Guyandot Valley Railway. J. L. Caldwell is president.

Huntington, W. Va.—The Island Creek Coal Co. proposes to build a railroad twenty miles long to connect with the Norfolk & Western at Dingess. The United States Oil Co. of Boston, Mass., is interested.

Jackson, Miss.—A branch of the Yazoo & Mississippi Valley Railroad has been authorized to cross the State Farm in Tallahatche county.

Jackson, Miss.—The Mobile, Jackson & Kansas City has, it is announced, awarded the contract for building its line northward to either Newton or Forest, and it is stated that C. D. Smith & Co. of Birmingham, Ala., will build the extension. Frank B. Merrill is vice-president and general manager at Mobile, Ala.

Kansas City, Mo.—The Chicago, Rock Island & Pacific and the Kansas City, Mexico & Orient railways are seeking terminal facilities in Kansas City. The Orient has secured a charter in Kansas for the Kansas City Outer Belt & Electric Railroad. The Rock Island plans are not yet announced.

Kansas City, Mo.—It is reported that an electric line of railway will be built between Kansas City and St. Joseph by Denison, Prior & Co. of Cleveland and Boston.

Kansas City, Mo.—The Kansas City Southern Railway has purchased land for additional terminals. J. A. Edson is general manager, with office at Kansas City.

Kershaw, S. C.—It is reported that the Seaboard Air Line will build a branch from Bethune to Kershaw.

Lake Charles, La.—Thornwell Fay, general superintendent of the Southern Pacific, is quoted as saying that he has authority to build a railroad from Lake Charles to Lake Arthur or Lakeside.

Lexington, Va.—It is reported from the Upper Buffalo district in Rockbridge county that the furnace companies which are building a railroad from Gala to Dagers Springs will extend the line to Smith's Flat. The object of the road is to reach iron-ore mines.

Lexington, Va.—The Chesapeake & Ohio Railway has closed a contract with William G. Matthews for constructing the link to connect the Chesapeake & Ohio and the Norfolk & Western at Glasgow.

Little Rock, Ark.—It is announced that the St. Louis & Gulf Railroad will be extended southward to connect with the Choctaw.

Louisville, Ky.—A petition has been filed by Judge Emmet Field and John G. Doyle asking for the sale of a franchise for an electric railway on the Brownsboro road. It is proposed to build the line from the city limits to Worthington.

Memphis, Tenn.—The council has agreed upon the route for the Belt Line of the Union Railway Co., of which H. L. Brinkley is president, and the Illinois Central proposes to elevate its river-front tracks upon certain conditions.

Memphis, Tenn.—President Frank Merrill of the Mobile, Kansas City & Jackson Railroad has closed the contract to build 100 miles between Hattiesburg and Decatur, Miss.

Midland, Md.—The Cumberland & Pennsylvania Railroad is building a series of switches at Carlos Junction. Allen & Keauver are the contractors; office at Washington, D. C.

Nashville, Tenn.—The Tennessee Central Railroad has awarded the contract for the line between Nashville and Clarksville to W. J. Oliver & Co. of Langley, S. C.

Nashville, Tenn.—Bids have been received for the construction of the Nashville & Clarksville Railway.

New Orleans, La.—The Mississippi Midland Railroad is reported to have plans for building into New Orleans. Mr. McCay of W. R. Thompson & Co. is reported to be interested.

Norfolk, Va.—The Belt Line is to begin work immediately on a spur track to connect with the Heintz Company's factory. George S. Shafer is superintendent at Port Norfolk.

Pond Creek, O. T.—Mr. H. I. Wasson, general attorney of the Northern Oklahoma Railroad Co., writes the Manufacturers' Record that the line is part of a plan to build a railroad from New Orleans to Denver, and that rights of way have been secured through five counties. Its portion of the scheme is from Oklahoma City to the valley of the Smoky Hill river, in Rush county, Kansas. It will begin a permanent survey north and south from Anthony, Kan., on June 1.

Raleigh, N. C.—Work has begun on the extension of the Cape Fear & Northern from Angler to Dunn. R. N. Duke is president at Durham, N. C.

Raleigh, N. C.—It is reported that the extension of the Raleigh & Cape Fear Railway will be started in a few days. J. A. Mills is president and general manager, with office at Raleigh.

Richmond, Va.—The improvement of the Richmond, Fredericksburg & Potomac and the Washington Southern Railroad includes, in addition to double track, considerable straightening of the line.

Scottsville, Va.—A survey is being made for a proposed extension of the Albemarle branch of the Chesapeake & Ohio Railway.

Sedgwick, Ark.—Mr. H. A. Culver, president and general manager of the projected Cache Valley Railway, writes the Manufacturers' Record that the line has been chartered from Newport, Ark., to the Missouri State line, eighty miles. It will run northeast along the west bank of the Cache river to Sedgwick and cross the stream, thence bordering the slope of Crowley's Ridge.

Sistersville, W. Va.—It is reported that the Sistersville & Middlebourne Electric Railroad will be built this year. A meeting of capitalists and promoters has been called to assemble within a few days.

Slatington, Ark.—N. F. Wright, one of the incorporators of the Western Arkansas Midland Railway Co., writes the Manufacturers' Record that the corporation owns a charter for a line from Hot Springs to Ophir, thirty-seven miles, but it is proposed to extend to Slatington and Mena, a total distance of eighty miles.

St. Louis, Mo.—Plans have been ratified by the Terminal Association for extensive terminal improvements at the union station and also in the yards. It is stated that the will cost \$10,000,000. W. S. McChesney is vice-president and general manager.

St. Louis, Mo.—Mr. Russell Harding, vice-president and general manager of the Missouri Pacific Railway Co., writes the Manufacturers' Record that the company expects to build south from Arkansas City, Ark., but at this time it does not contemplate building from Memphis south; office at St. Louis.



Texarkana, Texas.—The Louisiana & Arkansas Railroad has received fifty carloads of steel rails to build the extension from Goldonna, La., to Hope, Ark. William Buchanan is president and general manager, with office at Texarkana.

Vinita, I. T.—Capitalists are proposing to build a railroad from the Kansas City Southern near Noel, Mo., to Bartlesville, and thence into Oklahoma.

Welsh, W. Va.—The United States Coal & Coke Co. is building a 10-mile branch railroad from Welsh to a new coal field.

#### Street Railways.

Baltimore, Md.—An ordinance has been introduced in the city council to authorize the United Railways & Electric Co. to build an extension. Wm. A. House is general manager.

Birmingham, Ala.—The Steel Cities Railway Co. has placed \$1,500,000 of bonds with Cincinnati and Cleveland capitalists, and it is stated that work on the line between Birmingham and Ensley will begin about June 1. Office at Birmingham.

Bristol, Va.—The Bristol Belt Line Railway is extending its line to West Bristol.

Charleston, W. Va.—The street railway is to be extended to Ruffner and Two-Mile. The Charleston & Kanawha Valley Traction Co. has been organized to take over the property. Russell A. Brown of Cleveland and others are interested.

Charlotte, N. C.—Work is to begin immediately on the street railway line extension to Elizabeth College. Thomas L. Caton will have charge of the work.

Corsicana, Texas.—The Corsicana Transit Co. has been incorporated by Stephen Smith and others of Corsicana.

Corsicana, Texas.—The Corsicana Transit Co. will, it is reported, be chartered by R. W. Wortham and others to build a street-railway system, for which they hold the franchise.

Dallas, Texas.—The mayor and commissioners have approved the franchise granted to A. K. Bonta and others for a new street railway system.

Fernandina, Fla.—Messrs. McGiffin & Simmons, directors in the proposed trolley line, have returned from Atlanta, having purchased cars and rails, and it is expected to operate the line by July 4.

Jackson, Miss.—N. F. Thompson & Sons of Sheffield, Ala., has, it is reported, purchased a large interest in the Jackson Electric Light, Power & Street Railway Co., and it is stated that five miles of track are to be built.

Memphis, Tenn.—Several extensions are under contemplation by the Memphis Street Railway Co. Frank Smith is superintendent.

Montgomery, Ala.—Richard Tillis of Montgomery has, it is announced, purchased control of the Montgomery Street Railway Co., and will make extensive improvements.

Natchez, Miss.—The Natchez Electric Street Railway is to issue \$75,000 of bonds for further extensions. E. H. Jackson is general manager.

Paducah, Ky.—The Paducah City Railway has been incorporated to take over the properties and franchises of the Paducah Railway & Light Co. Some extensions are proposed.

Sheffield, Ala.—N. F. Thompson & Son deny the report from Jackson, Miss., that they have purchased the electric-light and railway properties there.

### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

- Boiler and Engine.—See "Oil Mill."
- Boiler and Engine.—See "Candy Factory."
- Boiler and Engine.—See "Corn and Cereal Mill."
- Boiler and Engine.—See "Woodworking Machinery."
- Building Material.—See "Lime Plant."

Candy Factory.—Bosman & Lohman, Norfolk, Va., will want 50-horse-power engine, 70-horse-power boiler, two power elevators, steam pump for water supply and candy-manufacturing machinery.

Cannery Machinery.—Monticello Canning Co., Monticello, Ark., is in the market for complete canning factory of 10,000 cans per day capacity.

Canning Equipment.—King & Marine, 338 Front street, Memphis, Tenn., want equipment for canning molasses.

Canning Machinery.—S. W. Radford, Juno, N. C., wants to correspond with manufacturers of canning machinery.

Canning Machinery.—T. D. L. Edwards, Enterprise, Ala., wants addresses of manufacturers of canning machinery.

Corn and Cereal Mill.—Edgar M. Hayes, secretary, Richland Mills, Nashville, Tenn., wants bids on corn and cereal mill equipment of 500 to 1000 bushels per day capacity, including boiler and engine.

Cotton Mill.—Henry River Manufacturing Co., Hildebran, N. C., will need water-wheels, electric-light equipment, 3000 spindles, etc., for complete mill. Address Rudisill & Aderholt, Cherryville, N. C., who are contractors.

Electric-light Plant.—See "Cotton Mill."

Elevators.—See "Candy Factory."

Engine.—See "Lime Plant."

Engine.—Page Milling Co., Luray, Va., wants to purchase second-hand steam engine of from sixty to seventy horse-power for operating flour mill.

Exhaust System.—See "Ginnery."

Furniture.—Wm. C. Wolfe, Orangeburg, S. C., wants catalogues of office furniture.

Ginnery.—R. A. Meares, Ridgeway, S. C., will want gin head, feeder, accessories (three-gin system), spark arrester for stack of sixty-nine inches circumference, and possibly suction fan for elevating cotton for three gin heads.

Hose.—See "Shafting, etc."

Lime Plant.—Rogers (Ark.) White Lime Co. will buy iron and steel plates for stacks, fire-brick, tram cars and rails, and gasoline engine.

Match-making Machinery.—H. C. Leitnaker, Box 246, Austin, Texas, wants addresses of makers of match-manufacturing machinery.

Milling Machinery.—Brown & Co., Barnwell, S. C., want information relative to preparing oats for table use, machinery used, etc.

Oil Mill.—Contract will be awarded June 3 at office of Steven & Etheridge, Johnston, S. C., for cottonseed-oil-mill outfit of twenty to twenty-five tons capacity. Bids for all or part received. Bids for shafting should be based upon fact that oil bearings will be wanted on main line shafting and counters. Probably bids will also be received for 100-horse-power engine and two 60 or 65-horse-power boilers, and all fittings and connections for same; also bids for steam plant, both with and without steam pump and heaters. For information write Alvin Etheridge, Saluda, S. C.

Piping.—See "Shafting, etc."

Railroad Grading, etc.—Callahan Construction Co., 609½ Prince street, Knoxville, Tenn., will let subcontracts on a 35-mile job; six or eight miles will be fine scraper work, balance of heaviest character of mountain rock work, embracing three short tunnels and ten to fifteen miles small masonry bridges, and miles of heavy side hill and sandstone grading. Responsible contractors must see scene of work before making estimates.

Railway Equipment.—See "Lime Plant."

Railway Equipment.—Warner Moore & Co., Richmond, Va., want about 1200 feet of 30 or 35-pound steel rails, new or second-hand; also iron car about three feet gauge to carry 7000 or 8000 pounds of limestone, dump bottom or sides.

Railway Equipment.—Kanawha Hardwood Co., Andrews, N. C., wants traction road engine, with trucks, to haul lumber over mountain roads and grades from 6 to 8 per cent.

Railway Equipment.—Justice Cox, Jr., & Co., 552 Bullitt Building, Philadelphia, Pa., is in market for from 25 to 50-ton "Lima" geared locomotive.

Railway Equipment.—Ellicott Machine Co., Bush and Severn streets, Baltimore, Md., wants (delivered within sixty days on Cincinnati Southern Railway) second-hand 36-inch gauge freight locomotive, about 12x18 cylinders and 30 to 36 drivers; fifty 36-inch gauge coal cars, and five miles 40-pound re-laying rail and connections.

Shaft.—J. W. Emerson, Apopka, Fla., wants information about hollow shaft two

to four inches diameter, four to eight feet long.

Shafting, etc.—Ridgemont Cement Manufacturing Co., 320 Walnut street, Philadelphia, Pa., wants about sixty feet of 4 7-16 shafting, with flange couplings; nine hangers or bearings for 4 7-16 shaft, one 36x24-inch pulley, 4 7-16 bore, perforated face; one 30x14-inch pulley, 4 7-16 bore; one damper regulator, injector, 500 feet of two-inch galvanized-iron pipe, six-inch exhaust head, valves, pipe fittings, cotton hose, belting, fire buckets, etc.

Silica-quartz Machinery.—J. C. McKenna, Charlottesville, Va., wants to correspond with makers of machinery for putting silica quartz in order for glass manufacturers.

Steam Specialties.—See "Ginnery."

Telephone System.—Union Telephone Co., L. R. Ford, president, Pamplin City, Va., needs wire, brackets, insulators and telephones.

Water Supply.—Thomas W. Hollyday, quartermaster, Fort Caswell, N. C., will open bids June 14 for construction of water-supply system, including pump and boiler-house, pumping machinery, 60,000-gallon steel tank and trestle, etc. Information furnished on application.

Water-wheels.—See "Cotton Mill."

Water-works.—Bids will be open June 10 for supplying machinery and supplies for water-works at Cameron, W. Va. One 35-horse-power gas engine, triplex pump of 10-inch stroke and eight-inch cylinder, 120 tons of piping, etc., will be wanted. Specifications on file with town recorder, and with E. J. Miller, engineer in charge, Masonic Temple, Wheeling, W. Va.

Woodworking Machinery.—Hardwood Specialty Co., Memphis, Tenn., is in the market to purchase automatic lathe for turning golf shafts, ball bats and hickory sticks.

Woodworking Machinery.—Kirkland Lumber Co., Tampa, Fla., wants addresses of manufacturers of machinery for making cross-arms.

Woodworking Machinery.—Hardwood Manufacturing Co., Chas. H. Fisher, secretary, Greensboro, N. C., is in market for equipment of woodworking machinery, 100 horse-power boiler, 80-horse-power engine, shafting, pulleys, belting, etc.

Woodworking Machinery.—Geo. C. Paul, Cumberland, Md., wants machinery for turning insulator pins.

### TRADE NOTES.

Manufacturing Plant Offered.—Unforeseen circumstances frequently result in placing on the market valuable opportunities in manufacturing activity. One such opportunity has just arisen at Ashland, Mass., where the Dwight Printing Co. has been erecting a new and modern plant. Because of the fear of the city of Boston that its water supply would become polluted because of the plant, said plant will not be continued to completion, but will be offered at public auction, either as a whole or in portions. Every facility, including buildings, water privileges, operatives' cottages, officers' dwellings, steam plant, etc., adapted for almost any plant (except that of printing) is at hand. Messrs. J. E. Conant & Co., of Lowell, Mass., can supply detailed catalogue of entire plant. Sale will be held on June 5.

Test of Fireproof Qualities.—Paints and kalsomines for fireproofing purposes are among the most sought after products in trade circles. The dealer and user are both included among those who are on the lookout for products that are improvements over older forms of paints of that character. In this connection it is desired to call attention to the Ricinate paints and kalsomine offered by the Richmond Supply Co., sole agent, John Tyler, Jr., proprietor, 1013 East Main street, Richmond, Va. This company issues a leaflet telling about the Ricinate product, attaching thereto a leaflet containing several sheets of cheese cloth, several of them ricinated and several non-ricinated. The non-ricinated burns to ashes "in a jiffy"; the ricinated chars by continued application of flames, but will not flame or burn. The moral is obvious to buyers of fireproofing materials.

### TRADE LITERATURE.

Woven Covering for Hose.—The "Universal" cotton jacket has merits that will interest users of hose for air, water, steam, gas, etc. It is a heavy seamless fabric, woven directly over the rubber hose, greatly increasing the strength of any hose to which it is applied, and adding to its capacity to withstand the wear and tear of being dragged about. The jacket is painted, which renders it waterproof. It never kinks, gets bent or out of shape, and does not unwind

should a single strand be cut, so the manufacturer states. The Boston Belting Co., 256 Devonshire street, Boston, Mass., is prepared to weave the jacket over various kinds of rubber hose. Send for leaflet of particulars.

Pipe-Threading Machinery.—Among the leaders in important machines may be classed pipe-threading machines for steam and gas fitters' use, and other kindred tools and apparatus. The design and manufacture of such equipments has become the work of some of the most skilled workmen and best-equipped industrial plants in this country. Among these manufacturers is D. Saunders' Sons of Yonkers, N. Y. This firm's illustrated catalogue for 1902 shows a complete line of pipe-threading machines, special machines for pipe mills, tapping and drilling machines, hand stocks, dies for pipe taps, reamers, tongs, pipe vises, etc. The Saunders plant is one of the most complete of its character in America, and its product is known everywhere. Buyers in this field are advised to investigate.

Alberger Cooling Towers.—Cooling towers were commercially introduced into this country about ten years ago. Since that time they have been installed in a great variety of situations, and have become recognized as an important and valuable adjunct to power stations and refrigerating plants, where the water supply is limited. The design and construction of these towers has been the specialty of the Alberger Condenser Co., 95 Liberty street, New York, and to the utmost satisfaction of many buyers has the company succeeded. Its Alberger cooling towers are not experiments; they are fully practical, as can be attested by the companies and firms now using them to advantage. An illustrated catalogue telling all about the Alberger product in this connection is now ready for distribution. Interested parties are invited to send for copy.

Abner Acetylene-Gas Plants.—The introduction of acetylene gas some years ago has proven a boon for lighting purposes. Satisfying qualities in the light itself, its ease of operation, its low cost to the consumer, its freedom from danger and various other merits have appealed to thousands of users. Acetylene-gas plants have been especially successful for installation in localities where other means and methods of lighting were impracticable because of high cost or for various other reasons. Yet, on the other hand, many acetylene-gas systems have been installed in large cities, both for public and private service. Some of the leading inventors and most skilled manufacturers in America have interested themselves in acetylene gas. As a consequence, simplified machines and equipment have been generally introduced. The Abner Acetylene Gas Co., 34 La Salle street, Chicago, is a leader in this field of activity. Its Abner Giant Generator is of unlimited capacity for village, town and city lighting and for public and private buildings of every character. The company's illustrated and descriptive catalogue will prove of interest to all who have any reason for becoming enlightened on this modern machine and its serviceable possibilities. Many of the Abner machines have been sold in the South, and this is one reason an investigation of it is urged upon those of that section who think of buying apparatus for lighting purposes.

Town Lighting by Acetylene.—One of the most satisfactory mediums for lighting purposes ever introduced is acetylene gas. This gas is a powerful illuminant, superior to gasoline or other naphtha gas, vapor gas, coal gas, and even incandescent electric light. It gives a brilliant white light, whose rays more nearly approach those of the sun in color than any other artificial light. Not only does the new gas possess the great advantages mentioned, but it is also furnished at minimum cost. Cities, towns, villages or private parties and companies thinking of installing lighting systems cannot afford to fail to examine into the advantages of acetylene gas and obtain estimates on the cost of installing the system. A most interesting pamphlet about this subject of lighting by acetylene gas has been issued for the information of those investigating the subject. Its contents constitute a thorough compendium of the subject, treating upon it from all standpoints and conveying the facts in a concise manner. The Abner Acetylene Gas Co., 32 La Salle street, Chicago, can supply copies of the publication mentioned, and invites inquiries for it. This company has been for some years engaged in designing, manufacturing and installing acetylene-gas plants, having been a pioneer in the industry. It will interest Southern cities, towns and companies to know that numerous Abner systems have been successfully established in their section of the country.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

## Review of the Baltimore Market.

Office Manufacturers' Record,  
Baltimore, Md., May 28.

Several things combined to prolong the dullness in the Baltimore stock market during the entire week. One of these was the influence of the coal strike, and another, higher rates for money; yet interest had already begun to slacken with the approach of summer, and speculation, as is usual at this season, was naturally limited, so that the range of prices disclosed very little movement in any of the securities, and the small trading in the usually active issues was very discouraging to the brokers. Some little interest was manifested in the stocks and bonds concerned with the street-railway consolidation in and around Norfolk, and in this connection it may be noted that the International Trust Co. of Maryland has been made the depository for the exchange of Norfolk Railway & Light stock for the securities that are to be issued by the Norfolk, Portsmouth & Newport News Company, which is to control the consolidation.

There was some dealing in bonds of the United Railways & Electric Co., and also in Seaboard bonds, but comparatively little movement in the stocks of either of these companies. As compared with the prices prevailing a year ago United incomes showed a decline of about five points, and the 4 per cent. bonds of about one and one-half points. The depression in the stock of the company was only fractional. This falling off is the more noticeable because the money-making season for the railways is now beginning, while new equipment is being added this year to still further enhance their earning capacity. The feeling concerning Seaboard was improved in consequence of the announcement that the East & West Railroad of Alabama had been secured for the purpose of making an extension from Atlanta to Birmingham, and the further announcement that the Seaboard would build beyond Birmingham to Aberdeen, Miss., and possibly to Vicksburg, was regarded with additional favor.

Little gossip was heard concerning Cotton Duck securities, the quotations for which were just about the same as last week. No official announcement has yet been made to show whether the July interest on the income bonds will be paid, although reports continue in circulation to the effect that the earnings of the Mt. Vernon-Woodberry properties are excellent, and that the interest has already been more than earned. G. B. S. Brewing issues were practically unchanged from the quotations of the preceding week.

Reports continued in circulation to the effect that the Maryland & Pennsylvania Railroad would be acquired either by the Wabash interests or by the Philadelphia & Reading for the purpose of obtaining an entrance to Baltimore. These rumors caused further advances in the stock, and, while no confirmation of them could be obtained, they exercised a strong influence upon the course of the shares, which was steadily upward. As heretofore observed, the right of the Maryland & Pennsylvania to use the Baltimore & Ohio Belt Line has been regarded as likely to cause sooner or later an effort by some large system to acquire the property. The gentlemen who now hold control of the road

are silent regarding the reports that have caused the recent rise of 100 per cent. in the market value of its stock.

In the trading United Railways sold at 157½ to 161½; income bonds at from 71½ to 71¾, and the first-mortgage 4s at from 95 to 95½. Seaboard common changed hands at 25½ and 25¾; the preferred at 45¾ and 46; the 4 per cent. bonds between 85½ and 86½, and the 5 per cents at from 102¾ to 103. G. B. S. Brewing common sold at 16 and 17; the income bonds at from 42 to 42½, and the 1sts at 52½ and 52¾. Cotton Duck common sold at 10½, and the 5 per cent. bonds at 79, but there was nothing doing in the incomes. United Light & Power preferred was dealt in at 41, while the 4½ per cents sold at 84½ and 85. Consolidated Gas changed hands between 67½ and 68.

The feature in the trust-company group of stocks was a rise in Mercantile Trust of 9½ points, from 160 to 169½, the influence being the news that its bid for part of the Western Maryland purchase money had been accepted. Continental Trust sold at 215; International at 123; United States Fidelity at from 146 to 147, and Maryland Casualty at 49 and 49½. Stock of the Bank of Baltimore sold at 130½ and 131, and the rumors were revived that the Third National Bank would acquire control of it, while sales of Third National stock were made at 120 to 121. Howard Bank sold at 11½; Commercial & Farmers', 130½; First National, 160, and Mechanics', 31.

Other securities traded in were as follows: Citizens' Railway, Light & Power of Newport News 5s, 97; Charleston Consolidated Electric 5s, 89½; Lexington Street Railway 5s, 102½ and 102¾. Maryland & Pennsylvania Railroad stock was traded in between 23 and 27, and the 4 per cent. bonds at 98½. Norfolk Railway & Light sold at from 13 to 14, and the 5 per cent. bonds at 94; Newport News 5s, 106½; Atlanta Street Railway 5s, 107 and 107½; Atlantic Coast Line, 125½, and the preferred at 118 and 118½, while shares of the Atlantic Coast Line of Connecticut sold at 250. Virginia Midland 5s changed hands at 116½ and 116¾; Consolidated Gas 5s, 115½ and 115¾, and the 6s, 114¼ and 114½; Georgia, Carolina & Northern 5s, 113½; Charleston, Columbia & Augusta 1st, 120½; Savannah, Florida & Western 6s, 120½; Wilmington, Columbia & Augusta 6s, 116; Toledo Traction 5s, 104; Monumental Brewing 6s, 104½; Anacostia & Potomac 5s, 95½; Georgia Southern & Florida 5s, 115½ and 115¾; Knoxville Traction 5s, 97½, and Western Maryland common, 35¼. Nashville Railway stock sold at 3; Florida Southern 4s, 90½; Baltimore Traction convertible 5s (assorted), 100½, and Charleston City Railway 5s, 106½.

## SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended  
May 28, 1902.

Railroad Stocks.	Par.	Bid.	Asked
Atlanta & Charlotte.....	100	100	175
Georgia Southern & Florida.....	100	48	...
Georgia Sou. & Fla. 1st Pref.....	100	100	100½
Georgia Sou. & Fla. 2d Pref.....	100	81	82
United Railways & Elec. Co.....	50	154½	16
Seaboard Railway Common.....	100	25½	25¾
Seaboard Railway Preferred.....	100	45½	46
Atlantic Coast Line of Conn.....	100	245	255

Bank Stocks.	Par.	Bid.	Asked
Commercial & Far. Nat. Bank.....	100	128	140
First National Bank.....	100	157½	162½
German Bank.....	100	108	...
Manufacturers' National Bk.....	100	100	...
Mechanics' National Bank.....	100	200	...
National Bank of Baltimore.....	100	150	131½
National Bank of Commerce.....	15	29	...
National Exchange Bank.....	100	193½	205
National Howard Bank.....	10	11¼	...
National Marine Bank.....	30	37½	...
National Mechanics' Bank.....	10	31¼	32½
National Union Bank of Md.....	100	118½	119½
Second National Bank.....	100	190	...
Third National Bank.....	100	120	122

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked
Baltimore Trust & Guarantee.....	100	300	312
Continental Trust.....	100	214½	217
Fidelity & Deposit.....	50	...	167

International Trust.....	100	123	...
Maryland Casualty.....	25	49	50
Mercantile Trust & Deposit.....	50	165	169
Union Trust.....	50	63	65
U. S. Fidelity & Guaranty.....	100	146	148

Miscellaneous Stocks.	Par.	Bid.	Asked
G. B. & S. Brewing Co.....	100	16½	17
United Elec. L. & P. Pref.....	50	41	42
Cotton Duck Voting Trust.....	100	16½	109½
George's Creek Coal.....	100	115	...
Consolidated Gas.....	100	67½	68
Atlantic Transport.....	100	250	270

Railroad Bonds.	Par.	Bid.	Asked
Atlanta & Charlotte 1st 7s, 1907.....	114½	...	...
Char. Col. & Aug. 1st 5s, 1910.....	121	...	...
Columbia & Greenville 1st 6s, 1916.....	120½	...	...
Georgia, Car. & North. 1st 5s, 1929.....	113½	114	...
Georgia South. & Fla. 1st 5s, 1945.....	115½	116	...
Georgia Pacific 1st 6s, 1922.....	128	129½	...
Virginia Midland 3d 6s, 1916.....	120	...	...
Virginia Midland 4th 3-4-5s, 1921.....	114	...	...
Virginia Midland 5th 5s, 1926.....	116½	117	...
West. North Carolina Con. 6s, 1914.....	119	...	...
West Virginia Central 1st 6s, 1911.....	114½	115½	...
Wilmington, Col. & Aug. 6s, 1910.....	117	...	...
Wilmington & Wel. Gold 5s, 1935.....	121½	...	...
Charleston City Railway 5s, 1923.....	106½	107	...
Charleston Con. Electric 5s, 1906.....	89	89½	...
Knoxville Fracton 1st 5s, 1923.....	97	97½	...
Newport News & Old Pt. 5s, 1903.....	106½	108	...
Norfolk Street Railway 5s, 1944.....	113½	116	...
United Railways 1st 4s, 1949.....	95½	95½	...
United Railways Inc. 4s, 1949.....	71	71½	...
Seaboard 4s.....	85½	86	...
Seaboard 10-year 5s.....	102¾	102¾	...
Georgia & Alabama Con. 5s.....	113½	114	...
Atlanta Street Railway 6s.....	107	107½	...

Miscellaneous Bonds.	Par.	Bid.	Asked
Mt. V. & Woodbury Cot. Duck 5s.....	79	...	...
Mt. V. & Woodbury Cot. Duck Inc.....	46	47½	...
G. B. & S. Brewing 1st 3-4-5s.....	52½	53½	...
G. B. & S. Brewing 2d Income.....	42	42½	...
United Elec. Light & Power 4½s.....	84½	85	...
Atlanta Gaslight 1st 5s, 1947.....	105½	...	...
Consolidated Gas 6s, 1910.....	114½	114½	...
Consolidated Gas 5s, 1939.....	116	116½	...

## SOUTHERN COTTON MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for  
Week Ending May 27.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	75	81
Aiken Mfg. Co. (S. C.).....	125½	127
American Spinning Co. (S. C.).....	125	125
Anderson Cotton Mills (S. C.).....	118	125
Arkwright Mills (S. C.).....	65	71
Augusta Factory (Ga.).....	82½	...
Avondale Mills (Ala.).....	100½	...
Belton Mills (S. C.).....	85	91
Bennettsville Mfg. Co. (S. C.).....	110	...
Bibb Mfg. Co. (Ga.).....	98	100
Brandon Mills (S. C.).....	125	...
Cabarrus Cotton Mills (N. C.).....	102	102
Clearwater Bldg. & Mfg. Co. (Ga.).....	100	102
Clifton Mfg. Co. (S. C.).....	177½	...
Clinton Cotton Mills (S. C.).....	118	...
Courtenay Mfg. Co. (S. C.).....	125	130
Dallas Mfg. Co. (Ala.).....	73	...
Darlington Mfg. Co. (S. C.).....	86½	91
Eagle & Phenix Mills (Ga.).....	89	92
Enoree Mfg. Co. (S. C.).....	80	...
Enterprise Mfg. Co. (Ga.).....	94	...
Exposition Cotton Mills (Ga.).....	150	...
Gaffney Mfg. Co. (S. C.).....	108	...
Granby Cotton Mills (S. C.).....	92	...
Granby Cotton Mills (S. C.) 1st Pfd.....	100	...
Granvilleville Mfg. Co. (S. C.).....	165	170
Greenwood Cotton Mills (S. C.).....	105	...
Grendel Mills (S. C.).....	108½	...
Henrietta Mills (N. C.).....	202	...
King, John P. Mfg. Co. (Ga.).....	90	...
Langley Mfg. Co. (S. C.).....	104	107
Laurens Cotton Mills (S. C.).....	148	...
Lockhart Mills (S. C.).....	104	107
Louise Mills (N. C.).....	101	...
Lynchburg Cotton Mills (Va.).....	125	130
Lynchburg Cotton Mills (Va.) Pfd.....	145	150
Manchester Cotton Mills (S. C.).....	115	...
Mayo Mills (N. C.).....	144	...
McColl Mfg. Co. (S. C.).....	90	97
Monaghan Mills (S. C.).....	117	...
Newberry Cotton Mills (S. C.).....	110	...
Norris Cotton Mills (S. C.).....	99	101½
Odell Mfg. Co. (N. C.).....	190	...
Pacolet Mfg. Co. (S. C.).....	170	...
Piedmont Mfg. Co. (S. C.).....	165	172½
Poe, F. W., Mfg. Co. (S. C.).....	140	...
Richland Cotton Mills (S. C.).....	101	...
Richland Cotton Mills (S. C.) Pfd.....	100	...
Roanoke Mills (N. C.).....	65	70
Sibley Mfg. Co. (Ga.).....	90	101
Spartan Mills (S. C.).....	132½	...
Trion Mfg. Co. (Ga.).....	130	140
Tucapau Mills (S. C.).....	125	...
Union Cotton Mills (S. C.).....	100	102
Union Cotton Mills (S. C.) Pfd.....	115	...
Victor Mfg. Co. (S. C.).....	96	99
Warren Mfg. Co. (S. C.).....	106	...
Washington Mills (Va.) Pfd.....	105	...
Whitney Mfg. Co. (S. C.).....	112½	...
Wilmington Cot. Mills (N. C.) Pfd.....	100	...
Wicasset Mills (N. C.).....	115	125

## Large Sums Deposited.

The city of Baltimore has made arrangements for the deposit of \$3,618,000 at 3¼ per cent., that sum being part of the money coming from the sale of the Western Maryland Railroad. The Mercantile Trust & Deposit Co. takes \$1,704,000 until 1927, giving city stock as security. The Baltimore Trust & Guarantee Co. takes \$684,000 until 1925, also with the same kind of security. These investments will provide for the Western Maryland loans of \$1,704,000, maturing in 1927, and of \$684,000 in 1925.

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The International Trust Co. of Maryland will also receive from the city \$500,000 of the Western Maryland purchase money on deposit for twenty-five years at 3¼ per cent., and the Third National Bank will take \$500,000 and the Security Storage & Trust Co. \$30,000 at the same rate, in each case Baltimore city stock being given to the city as security. The American Bonding & Trust Co. gets \$200,000.

[For Additional Financial News, See  
Pages 30 and 31.]



rn, See